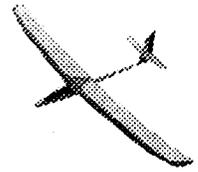


# TASK

Official Newsletter of the Southern Ontario Glider Group Inc.



Volume 14 Issue 5

October 1998

On September 12, 1998 at 5:30 a.m., I completed my "winter project", a 9 lb. 13 oz., 1/3 scale, female, future glider pilot: Alexandra Michelle Tekatch!

Because I'm the editor, her picture makes the front page of this newsletter! (A blatant example of misuse of power.)

I would like to thank SOGGI for the beautiful bouquet of exquisitely fragrant flowers that were sent to us on behalf of the club to celebrate the birth of our daughter . Thank you!!

We have a packed-full issue this month, so I won't go on and on about how beautiful, intelligent and talented my new daughter is - I'll allow you to

get back to the newsletter!  
Cheers,

Ann Tekatch

P.S. A special thank you to Derek Hartwell this month for pitching in and helping me get the newsletter out to you all. Thank you Derek!!



## *Inside This Issue*

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### Rubber Meets Radio Control

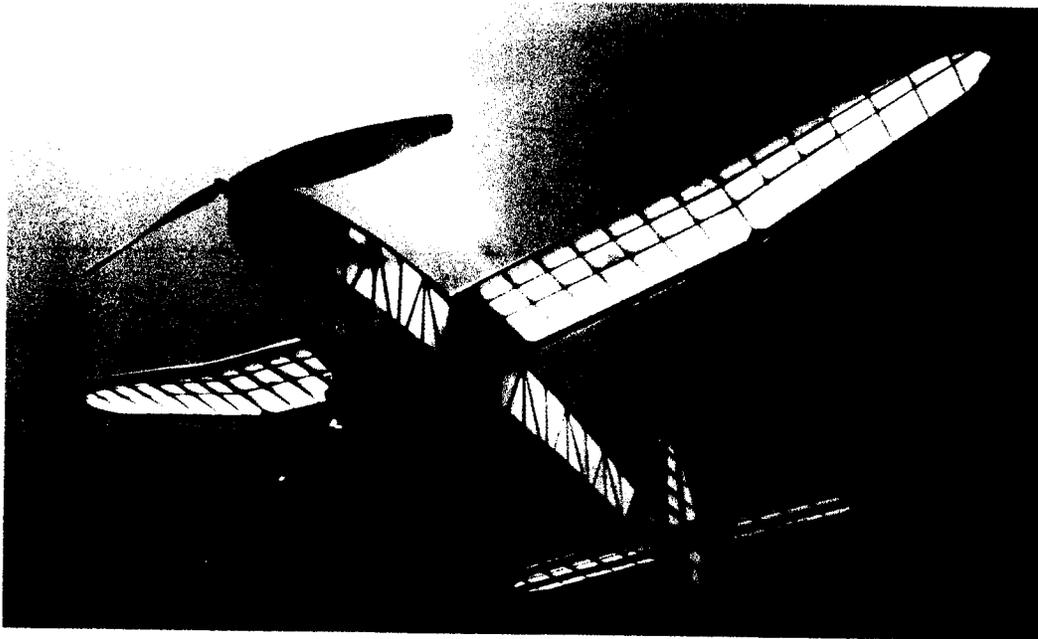
Sept. 21, 1998

-article by Bob Hammett, photos by Valerie and Michael Hammett-

Here are some interim results from my attempts at radio control of a rubber powered model airplane. My model certainly doesn't qualify as any historical "first". Still, it isn't something that you see every day and I learned so many things in this pursuit that I thought you might find some of it interesting. The total endeavour spans about 4 years.

Rubber power is an environmentally friendly concept that appeals to us flower children. There is no hi-start to rig; changes in wind direction are easily accommodated and it takes about 3 minutes to "re-charge" a rubber "battery pack" that costs less than \$5. My "charger" is in actuality, a hand-cranked drill. Launch and flying performance are comparable to that of a sport sailplane on high start.

I like the transparent engineering of a stick and tissue framework. It demands precise workmanship. The purpose and required strength of each stick must be argued and justified. You can see every stick when light shines through the covering. It recalls the tradition and history of our hobby.



**Figure 1 Let the Sun Shine In!**

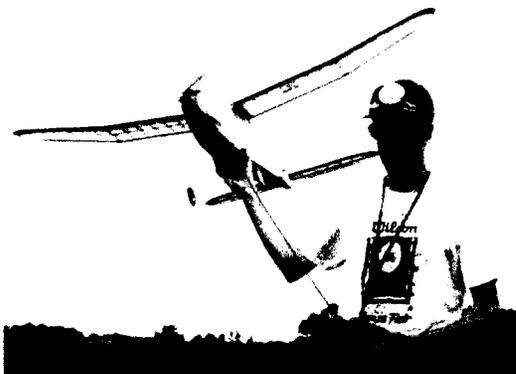
The problem with freeflight is that as one's skills improve, it becomes necessary to restrict flight time in order to keep models within the flying field boundaries. Success consists of several minutes of anxiety while the model gets smaller and smaller in the sky above. This may be followed by a nature-hike to the sun-baked horizon to retrieve it. Even a slight breeze amplifies the distance you will march. Once home, flora and fauna drop out of your socks and shorts as you head for the shower. Freeflights are beautiful to watch, but not every modeller accepts the loss of immediate control, or the outdoor experience which follows a really good flight.

The new crop of lightweight micro radios *appeared* to offer a fairly easy solution to the retrieval problem. However, in actuality the solution has been anything *but* easy to achieve. Stick and tissue models are highly stressed structures and perform with very slim power margins. Rubber motors and accessories do not scale up easily to accommodate even small increases in payload. Today, I am continuing to modify the model to achieve improved reliability and flight performance.

### Flying

Preparing the model for launch requires a disciplined, lengthy series of steps that demand concentration. For example, I prefer to fly all my models with the radio turned *on*. Some special tools are required to wind that thing which rubber flyers euphemistically refer to as their “motor”. Their “MOTOR”! Ha! This is a disgusting experience. Try stuffing an angry Boa Constrictor into a golf bag.

In order to equalize the share of the load seen by each of the rubber strands, I lubricate the motor with Canadian Tire “Son-of-a-Gun” auto-plastic-interior-polish. This stuff gets all over everything. Launching involves holding the greasy airplane with one greasy hand, releasing the propeller with the other greasy hand, followed by a quick reach for the greasy transmitter. It’s important to execute this ballet quickly because precious motor turns start to diminish from the time the propeller is released. Don’t stick your greasy hand, your greasy ear, or your greasy transmitter antenna into the 19 inch propeller. This wastes stored energy and there is no extra energy available for overcoming a bad launch. By the way, don’t launch unless you are standing in a thermal, and do launch directly into the wind in a perfectly level attitude. What can possibly go wrong?



**Figure 2. Prop turning (check!); Hand on controls (check!); Radio *on* ( hmmm?)**



**Figure 3. Well, it came back.**

The Soggi field had been sprayed with weed killer the preceding day, so on May 16 I decided to test the model at the Beverly Community Centre site. Although they tried not to watch, tests were unavoidably witnessed by the marching band which regularly practises there, with resultant melodical impact. Busy as I was, I could hear them miss notes and it began to affect my piloting concentration. This produced some errors on my part that in turn provoked additional musical digressions. We were locked in the worst kind of aero-musical death tango.

During half a dozen flights the model climbed at a very steep angle to heights similar to that which a high start would deliver ... high enough to catch lift. On the final occasion it thermalled to double that height, at which point I misjudged the lift and dropped out to an eventual good landing. Order was soon restored within the Band, and they struck up a heroic march with renewed purpose. I know when to quit so I took the model home for some minor repairs and adjustments. The model promised to be a decent thermal ship. The best flight to date occurred on Sept 13 at Soggi’s Mount Hope field and lasted approximately 9 minutes.

### Technical Details

The model is a 1.25 scale-up of Chet Lanzo’s 1939 cabin-fuselage Wakefield. The general behaviour, performance and outlines of the radio-controlled model closely resemble those of its freeflight ancestor. I was familiar with the freeflight version, having flown one for the last 4 years. It flies beautifully and remains as one of my favourites.

The enlarged version has lots of cabin room. Cabin room has been critical in that it permitted many experiments with motor size, and gear boxes. You also need a place to put the radio.

The mid-length of the rubber motor falls on the airplane's CG. This allows increasing or decreasing the number of rubber loops, without re-balancing the model. The propeller hub used in all experiments incorporates a brake, and a propeller folding mechanism. The brake ensures that the propeller will fold, and that enough turns will remain in the discharged rubber to take up the 50% excess slack length of the rubber loops. This prevents fore-or-aft movement of the slack which would otherwise unbalance the model. The slack provides additional energy storage. Available stored energy varies with the installed weight of rubber. Available power (the rate that available energy is discharged) increases as propeller pitch and/or diameter decreases, or as available torque increases. Maximum available torque is entirely dependent on the number of rubber loops, and has nothing to do with propeller size. All motors were made from 1/4" rubber strands.

When rubber motors exceed a certain size, rubber-motor-related engineering problems multiply like rabbits. Originally, I tried coupling two 7-loop motors via a 1:1 gear box in the rear of the aircraft, to effectively double the number of turns available at the propeller. I hoped for a long slow climb to great altitude. Instead, I got 2 minutes of terror at altitudes never exceeding 50 feet. You cannot shut off a rubber motor and the weight of all that rubber prevented the model from climbing. In later attempts, to increase available power, a tiny propeller was used to "unload" the motor. Although improved, climb was still unacceptable. Two motors meant rubber breakage twice as often, and two snakes to wrestle into one golf bag.

Later, I tried using one 7-loop motor, driving a large diameter high pitch propeller through a 1:1.5 gear reducer. Climb was much improved over the twin motor design, even though motor run duration was reduced. Unhappily, the gearbox failed one day and the unloaded motor shredded the nose of the model in less time than it takes to say "What's that noise?"

Simple is better. In its current configuration, I do not use any gearbox. The propeller is driven directly by one very strong 10-loop motor. The use of a moderately reduced-diameter-and-pitch propeller, produces a decent climb, and the lifting area loading is a respectable 6 oz/ft<sup>2</sup>.

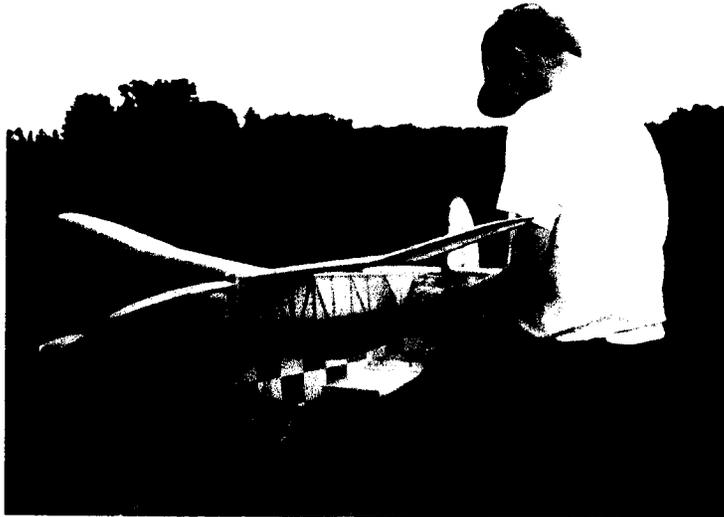
As on the original Wakefield, the horizontal tail is a lifting surface. The section of the fuselage that carries the tail, hinges out of the way to allow access to the back end of the rubber motor for winding. This avoids the need for a detachable shackle at the propeller end. Detachable shackles tend to cock and jam, and if placed at the rotating end of the motor, contribute to vibration and skipping rope behaviour. Cocking and jamming at the rear non-rotating end isn't critical.

The radio compartment is located over the CG. A 2 channel radio controls rudder and elevator. Pull-pull cables are used, made of carbon fibre fishing line. Tensioning and trim adjustments are achieved by using lightweight, bendable wire links, rather than the heavier quick-links. Pull-pull cables are routed through the fuselage corner stringers. These 5/32 x 5/32 balsa stringers are hollow, and shield the cables from the rubber motor, in case of motor breakage. The rubber motor got loose one day and bashed its way into the radio compartment, tearing the wiring out of the radio receiver. The second radio compartment was constructed of balsa plywood. The antenna runs inside the fuselage in a mini-nyrod conduit glued to one stringer.

The wing was strengthened to withstand aerodynamic forces arising during radio controlled manoeuvres. Both inboard top spars are spruce. Top spars were relocated directly above the respective bottom spars so that a 1/32 web between top and bottom spars could be introduced. The left wing separates from the right wing for transportation and storage. The fuselage side panels were diagonally braced. The landing gear struts were shortened because with a folding prop, ground clearance was not an issue, and a nose high attitude would allow the wind to flip the airplane over after landings. Wheels are turned from balsa plywood, and painted, according to normal freeflight practice. In other respects the model is simply Chet Lanzo's design scaled 1.25 times.

**Lanzo x 1.25 Specifications:**

Wingspan		58.75
Wing area		328 sq in
Lifting stab area		<u>105 sq in</u>
Total Lifting Area		433 sq in
Weights	Cannon receiver, 2 GW micro Servos, 110 mah batt. pack	80.45 g
	Fuselage	86.60
	Tail group	43.30
	Landing Gear	30.36
	Wing	85.64
	Nose Block incl Montreal Stop and Prop	57.83
	<u>Rubber Motor (25.5% of gross flying wt)</u>	<u>128.60</u>
	Gross Flying weight	512.78g or 1.13 lb
Lifting Area Loading		6.0 oz/sq ft
Propeller	balsa, 19 in dia x 24 in pitch, folding	
Rubber motor	10 loops of 1/4" TAN II rubber loop-length = 150% of rear peg to nose block distance 700 turns working capacity	
Covering	doped Esaki tissue (an extra-light type of Japanese tissue)	



**Figure 4** Some of those special tools that you can make yourself

**End**

## WHY BUILD SCALE?

by Fred Freeman

I'll probably resume this series in the very near future, but for now, here, for those who do not already know, is a brief resume of Scale group activities during the season. We got off to a good start with new models being tested at the GNATS field at St. Catharines then it was off to Elmira, which was literally washed out.

The SOGGI Rally was similarly a victory for Mother Nature, being plagued by strong winds from the ESE causing difficulty, even on winch launches; the Tri-Cities fixture, although it was a qualified success turned out to be a bit disappointing, but at least we were able to "show the flag" a little.

The GNATS Scale Aero tow was much better, with improved weather and lots of flights being accomplished by about 20 registered fliers, who hxEubgtx brought along some thirty models, and flew until the daylight faded. This was a well organised show and everyone had a great time renewing old acquaintances, and making new friends. The tugs were kept very busy all day.

Our most anticipated "demo" was the one to be given at the K/W Flying Dutchmen's Scale Rally in September; we need not have worried we were given lots of time to get set up and twenty minutes of flying time. Everything went according to plan and we were able to launch all three aircraft present in just under five minutes, using two tugs. It was very gratifying to be asked to return next year!

NOTE: The Scale Group has finally come of age and we will now be known as THE CANADIAN MODEL AERO TOWING SOCIETY; if we don't do it, who will? The accompanying publicity release says it all.

See you later, and don't forget to drift with the lift!

F.J.F.

### THE CANADIAN MODEL AERO-TOW SOCIETY

(A new dimension in Model Flying Clubs. )

IF YOU ARE INTERESTED IN THE FLYING OF LARGE SAILPLANES, WHETHER THEY BE SCALE, SEMI-SCALE, OR NON-SCALE THIS COULD BE THE ORGANISATION FOR YOU.

After 3 years of careful observation and consideration, the small group of sailplaners known as the Scale Group, have finally taken the plunge!

May we take this opportunity to invite all who are interested in aero-towing, either as a sailplane pilot, tug pilot, or both to join in this venture which has been initiated with the express intention of co-ordinating the assets and efforts of all those modellers who may possess a model suitable for this purpose. Some of the larger model sailplanes weigh up to 20 pounds, so these would demand a large, powerful engine, whereas, for the smaller, lighter loaded models, engines in the region of the size of a 120 Surpass will suffice.

IT IS INTENDED THAT WE WILL BECOME INVOLVED IN THE ORGANISATION OF AERO-TOW EVENTS AROUND THE AREA, AND IN THE STAGING OF DEMONSTRATION FLIGHTS AT CLUB FUN FLY EVENTS ETC. WE HAVE ALREADY SET SEVERAL DATES FOR THE 1999 SEASON, AND WOULD WELCOME YOUR PARTICIPATION. AN AERO-TOW EVENT IS SCHEDULED FOR THE '99 NATIONALS IN TILSONBURG.

MEMBERSHIP FEES HAVE BEEN SET AT \$10 per annum. IF YOU ARE INTERESTED IN JOINING, PLEASE CONTACT FRED FREEMAN, TREASURER, APT.#706-75 MAIN ST. DUNDAS ON L9H 2P4 (905-627-9090) OR BILL WOODWARD 520 PINE ST. CAMBRIDGE ON N3H 2S6 ( 519-653-4251 )

**MAAC MEMBERSHIP IS MANDATORY**

JOIN US AND TAKE A MAJOR LEAP FORWARD - IT'S THE ONLY WAY TO GO!

## CONTEST REPORT- SOGGI'S GENTLE LADIES

by Fred Freeman

Bud asked me to write up this event, which, like all good serials, has run throughout the Summer, proving quite popular with the club's members who regularly fly the lighter models. Some ten participants enjoyed several days of laid back competition during the season.

The first heat, scheduled to go on May 10th. was washed out by rain, and the second, a combination of #1 and #2, actually double contest, was successfully completed on June 14th. This segment was won by Keith Armstrong.

The third date was also affected by weather and had to be re-set to August 15th, with Bob Batt leading the pack; then, on the 13th. of September came the final heat which produced yet another winner in the shape of Dick Colley. Good flights were evident in all these heats and everyone enjoyed the low key competition.

The final results were:

1. Keith Armstrong 7 pts.
2. Werner Hildersheim 6 pts.
3. Bob Batt & Dick Colley tied at 4 pts.

The shared third place gives some idea of the closeness of this event, and shows that it's not always the man with the best plane that wins, skill (and a little good luck) can produce a win under varying conditions. Congratulations to all who chose to take part in this experiment. A suitable trophy is being made up and will be presented at the AGM.

FOOTNOTE : The Executive hope to be able to put on another One-design event next year, and have another "classic" model in mind - plans will probably be available in the near future, so plan to participate!

F.J.F.

## SOGGI'S BIG BIRD BASH - SEPTEMBER 6th.1998

by Stan Shaw

Fourteen fliers elected to show up for SOGGI'S final event of the '98 season, and had a "frying" time with the temperature reaching 29° before 1 p.m. and the wind gusting to 30km/h. (*with soaring temps. and rising winds, seems like it could have been a perfect day - FF*) However, our fourteen stalwarts did their thing, and Lady Luck did hers, with some surprising results! Fred and Bud decided on a task of 7min. Thermal Duration - 3 rounds - no landing points. Due to various mishaps only ten were able to complete the scheduled three flights.

Mike Thomas showed up with an F3J "EMERALD" and pinged and zoomed his way to a seemingly easy victory; Stan made a valiant effort to finish second, with Don Guthrie snapping at his heels in third, and despite a desperate throw of the aeronautical dice by Fred, who pulled out all the stops in a vain batteryless flight, these were the eventual top of the table. BEST SPORTSMAN went to Werner Hildersheim, although the figures showed Ken Lockwood originally in this position; Werner was awarded the prize, since Ken had been uprated earlier in the season to Expert.

A special vote of thanks to Fred Freeman, who CD'd the event in place of Bill Moar (who, it turned out did not re-join the Club this year!) Fred had some bad luck (*more like bad management- FF*) when his battery popped out at the top of an over-enthusiastic zoom-launch, the model continuing downwind for about a mile and landing on the East side of Mines Road. Al Hilborn, who had taken off after the plane in his van, was just in time to prevent its being picked up by a passing motorist - Some people are so helpful ..... especially for themselves! Just a reminder to have your name and address on the model (*and to make sure the battery pack is securely in place!-FF*) The note re ownership may just ensure that you get

the plane back....but don't bet on it!

We had a surprise visit from Ruth and Werner Kiebert, who showed up to chew the fat and renew acquaintance. It has been almost four years since Werner - a past President of our Club - flew with us; He has been enjoying his retirement and catching up on gardening and house improvements - we all hope that he comes out of retirement to fly with us again. Werner's designs were excellent, especially his "PRO-RUNNER: Bud and I both flew examples of this fourteen foot Beauty in the early '80's with the COGG Club. (*Werner's models were amongst the most precisely constructed model aircraft I have ever seen-FF*)

With the awards presentation the group wrapped up the contest season, since the following week saw the completion of the Club's "Gentle Lady" One Design event.

As a footnote, I wish to thank everyone for making the last seven years very enjoyable. For the past four and a half years as Club Secretary and CFI I have enjoyed many challenging and memorable meetings with a great Executive and members. I hope to visit next year, but Kanata is going to keep me busy - especially our two young grandchildren!

Thanks again for your sincere friendship and great fellowship and enthusiasm for our sport of R/C Soaring. May you continue to support SOGGI for many years and make sure that it becomes the "BEST SOARING CLUB" in Southern Ontario! CHEERS!

STAN SHAW  
MAAC 2481L

RESULTS  
MIKE THOMAS 1252  
STAN SHAW 1020  
DON GUTHRIE 933  
KEN LOCKWOOD 863  
WERNER HILDERSHEIM 847 -1st Sportsman  
BILL WOODWARD 777  
ALBERT FUND 646  
CLIFF ENGLISCH 461

O.KOPRNICKY 430  
 D.HARTWELL 190  
 DICK COLLEY 399

Report by STAN SHAW (With nasty  
 remarks by F.FREEMAN)

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**Karl Gross**

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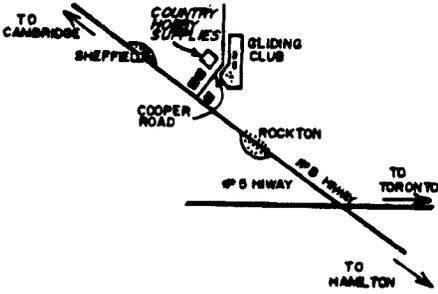
Skycraft Hours:           Tuesdays & Wednesdays 10:00 a.m. to 5:30 p.m.  
                                   Thursdays & Fridays 10:00 a.m. to 9:00 p.m.  
                                   Saturdays 10:00 a.m. to 6:00 p.m.  
                                   Closed Sundays and Mondays

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Closed Tuesdays and Sundays except by appointment

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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)576-1449
Bandmann, Rose	R. R. #1,	Dundas	ON	L9H 5E1	(519)623-2560
Batt, Robert	612 Blue Forest Hill	Burlington	ON	L7L 4H3	(905)632-8790
Baxter, Gordon	32 Dunnigan Drive	Kitchener	ON	N2B 3W3	(519)894-1409
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	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
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
Giles, Stan	1567 Gordon St.	Guelph	ON	N1L 1E1	(519)824-5412
Guthrie, Don	R. R. #4	Belwood	ON	N0B 1J0	(519)843-4537
Hammett, Bob	183 Uplands Dr.	Kitchener	ON	N2M 4X3	(519)576-7636
Hartwell, Derek	39 Isaac Brock Dr.	Stoney Creek	ON	L8J 2P1	(905)578-7991
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Hildesheim, Werner	4 Foster Cres.	Cambridge	ON	N1R 4R1	(519)623-2663
Kirkland, John	5 Carswell Place	Weston	ON	M9R 3K6	(416)241-0130
Koprnicky, Otakar	75 Hazelwood Cres.	Cambridge	ON	N1R 8A4	(519)740-9504
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Linghorne, Jack	55 Anglesey Blvd.	Islington	ON	M9A 3B8	(905)233-0230
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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
Rizoniko, Zivko	479 Fendalton St.	Mississauga	ON	L5B 2L8	(905)275-0597
Schmidt, Paul	198 Water St., N.	Cambridge	ON	N1R 3B6	(519)623-0031
Shaw, Stanley	#704-381 Edinburgh Rd.	Guelph	ON	N1G 3J7	(519)766-9966
Tekatch, Ann	19 Pheasant Place	Hamilton	ON	L9A 4Y4	(905)575-5433
Thayer, Bob	4108 Millcroft Park	Burlington	ON	L7M 3V9	(905)336-3290
Thomas, Mike	61 Alhart Drive	Etobicoke	ON	M9V 2N1	(416)748-2833
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

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**1998 SOGGI Executive**

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 Hamilton, ON L9A 4Y4

Email: tekatch@nas.net

Deadline for December issue of TASK:DEC.5/98

Phone, fax, email, modem, mail, hand-deliver or sky-write your articles. (If I don't get any articles, I'll publish more baby pictures! That's a threat!!)

**1998 Calendar of Events**

November 15 SOGGI general meeting - Rockton Library, 2:00 p.m.  
 December 13 SOGGI general meeting - Rockton Library, 2:00 p.m.  
 January 10 SOGGI general meeting - Rockton Library, 2:00 p.m.  
 February 14 SOGGI general meeting - Rockton Library, 2:00 p.m.  
 March 14 SOGGI general meeting - Rockton Library, 2:00 p.m.  
 April 11 SOGGI general meeting - Rockton Library, 2:00 p.m.

**FOR SALE:**

Dremel Scroll Saw \$75.00  
 Attack transmitter \$100.00  
 Cobalt 40 geared motor \$200.00  
 Cobalt 15 geared motor \$160.00  
 Cobalt 05 geared motor \$155.00  
 Cobalt 035 geared motor \$100.00

Call Albert Fund at (519)658-9495

**FOR SALE:**

Ridge Runt Sloper (48" wingspan, covered with polyester), \$15  
 Genesis 60" Flying Wing Sloper, \$30  
 Little Plank Flying Wing (with Elevons) Sloper (56" wingspan), \$10  
 Spirit 2 Metre Glider with Skimmer Wing, \$20  
 Elf high wing trainer for 05 motor, \$20.

Call Doug Wilkins at (905)679-4973



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

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Bandmann, Rose	R. R. #1,	Dundas	ON	L9H 5E1	(519)623-2560
Batt, Robert	612 Blue Forest Hill	Burlington	ON	L7L 4H3	(905)632-8790
Baxter, Gordon	32 Dunnigan Drive	Kitchener	ON	N2B 3W3	(519)894-1409
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	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
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
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
Kirkland, John	5 Carswell Place	Weston	ON	M9R 3K6	(416)241-0130
Koprnicky, Otakar	75 Hazelwood Cres.	Cambridge	ON	N1R 8A4	(519)740-9504
Lank, Mike	40 Craighurst Ave.	Toronto	ON	M4R 1J8	(416)480-2476
Linghorne, Jack	55 Anglesey Blvd.	Islington	ON	M9A 3B8	(905)233-0230
Lockwood, Ken	R. R. #5	Guelph	ON	N1H 6J2	(519)821-9947
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
Rizoniko, Zivko	479 Fendalton St.	Mississauga	ON	L5B 2L8	(905)275-0597
Schmidt, Paul	198 Water St., N.	Cambridge	ON	N1R 3B6	(519)623-0031
Shaw, Stanley	#704-381 Edinburgh Rd.	Guelph	ON	N1G 3J7	(519)766-9966
Tekatch, Ann	19 Pheasant Place	Hamilton	ON	L9A 4Y4	(905)575-5433
Thayer, Bob	4108 Millcroft Park	Burlington	ON	L7M 3V9	(905)336-3290
Thomas, Mike	61 Alhart Drive	Etobicoke	ON	M9V 2N1	(416)748-2833
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

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**1998 SOGGI Executive**

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Deadline for December issue of TASK:DEC.5/98

Phone, fax, email, modem, mail, hand-deliver or sky-write your articles. (If I don't get any articles, I'll publish more baby pictures! That's a threat!!)

**1998 Calendar of Events**

November 15 SOGGI general meeting - Rockton Library, 2:00 p.m.  
 December 13 SOGGI general meeting - Rockton Library, 2:00 p.m.  
 January 10 SOGGI general meeting - Rockton Library, 2:00 p.m.  
 February 14 SOGGI general meeting - Rockton Library, 2:00 p.m.  
 March 14 SOGGI general meeting - Rockton Library, 2:00 p.m.  
 April 11 SOGGI general meeting - Rockton Library, 2:00 p.m.

**FOR SALE:**

Dremel Scroll Saw \$75.00  
 Attack transmitter \$100.00  
 Cobalt 40 geared motor \$200.00  
 Cobalt 15 geared motor \$160.00  
 Cobalt 05 geared motor \$155.00  
 Cobalt 035 geared motor \$100.00

Call Albert Fund at (519)658-9495

**FOR SALE:**

Ridge Runt Sloper (48" wingspan, covered with polyester), \$15  
 Genesis 60" Flying Wing Sloper, \$30  
 Little Plank Flying Wing (with Elevons) Sloper (56" wingspan), \$10  
 Spirit 2 Metre Glider with Skimmer Wing, \$20  
 Elf high wing trainer for 05 motor, \$20.

Call Doug Wilkins at (905)679-4973



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