
TASK

Official Newsletter of the Southern Ontario Glider Group Inc.

Volume 15 Issue 2

April 1999

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The Change of the Weather

How time flies! We have already sprung forward and reset the clocks, the evenings are much lighter now, and the great primeval roar of the awakening ursular model aviators can be heard across the length and breadth of the land. In fact early bird men were seen as early as March 29th of this year, trimming and pre-fighting their new and very sleek winter projects.

The Windfree Project has spawned some remarkable off-shoots - see Fred's poem in this issue - no doubt inspired by that intrepid Irish aviator extraordinaire and would be Poet Laureate W. B. Yeats who was heard to exclaim:

" I wil arise and go now, and build the old Windfree,

And a small cockpit build there, of dowel and balsa made....."

Obviously old W.B. was not building to plan, but why should he be different - it's really a small side effect of cabin fever, drawn on by those long winter nights - from the rest of us fine poets.

This issue contains articles penned by our stalwart contributor Fred J. Freeman. A couple of articles were submitted for publication but the souce material was obtained from the internet, unfortunately the sources were not noted, so for the time being we will hold publication until that information becomes available - but suffice it to say that the articles covered topics that should be reviewed at the start of any flying season - frequency control and winch safety. A couple of the illustrations that accompany Fred's article are here thanks to info on the net - they follow closely the sketches that were with the draft copy and convey the basic ideas to be utilised.

On a recent visit to Country Hobby Supplies I was asked by Rose to spread the word on a change in store opening hours, the change being that weekdays the new time will be 3.00 pm (changed from 1.00pm), and Saturday will remain the same.

**THE RIME OF THE ANCIENT MODELLER - by F.J. Freeman
(with Apologies to Samuel Taylor Coleridge)**

**It was an ancient Modeller
Who stoppeth one of three;
"I prithhe, Mynheer, wilt voulunteer
To build the wild Windfree?"**

**I hearkened to his strange request
And answered, "Count on me;
I cannot fail for I build scale,
I'll build your wild Windfree."**

**And in a flash his manner changed -
His face alight with glee
He rubbed his hands as he passed the plans
For the wicked wild Windfree.**

**Then, quickly as he came, was gone
And left the task to me
To scratch my dome and build at home
The whispy winged Windfree.**

**High in my garret workig space
By the light of candles three,
I whiled away three weeks and a day
On the whacky, wild Windfree.**

**Quite quickly then I built the wings -
But Alas! and Woe is me!
Admit I must that I had to adjust
The wings of the wild Windfree.**

**The stab. was made in triplicate -
I sat on the first, you see;
And the second was so badly done
T'Would have wrecked the wild Windfree.**

**There came then next the fuselage;
A breeze it seemed to be
I followed the line and it worked out fine
For the cause of the old Windfree.**

**And finally, there came a time
to assemble the parts, all three;
When all was true, I poured the glue
To set up the old Windfree.**

When to separate the parts I tried,

**One wing would not come free;
My scheme was nixed, t'was firmly fixed
To the rest of the damned Windfree.**

**So ends this saga for the nonce;
But if at the field you should see
A wierd looking thing with a glued-on wing;
You can bet that it's MY Windfree!!!**

(But wait! - There is More!)

**If you build as others do
And follow the plans to a tee,
You'll not be burned by the lesson I learned
When I built the wild Windfree.**

F3J.F

ALL YOU WANTED TO KNOW ABOUT AERO-TOWING (AND THEN SOME!)

There is no doubt that people are coming to the realization that the safest way to launch any large model sailplane is by aerotowing and there is also no doubt that there are a lot of strange ideas regarding the technique. Since nobody else seems inclined to dispel some of the false rumours, it has fallen to me to do the dirty work - So here goes!

First, let me say that the idea of aerotowing is difficult is mostly Hogwash; as long as participants observe a few very simple rules there is no reason to contemplate failure; it really comes down to the application of a little common sense in the choice of the towplanes wing area, power etc.; this should be carefully matched to the size and weight of the sailplane to be towed . For instance, you would not expect the average .40 powered Sport Plane to be able to drag along a 1/4 Scale sailplanes weighing 20lbs, would you? NO, you say - and you would be right. On the other hand, that same model may be quite comfortable with a very light sailplane tied to it's tail.

Let us set a few general rules:

BASIC Requirements - Towplanes

A Tug expected to tow large, heavy Scale Sailplanes should be fitted with an engine of somewhere about 2.5-3.0 cu.ins displacement in order to overcome not only the dead weight of the model, but also any drag created by long grass and rough ground, The extra power also helps to diminish the effects of any head wind encountered during the tow, or gusts which may upset the equilibrium of either model; both model are vulnerable during this phase, and the operators should be well aware of the dangers of adverse conditions and also the complications that can arise from the lack of communication between tug pilot and sailplane pilot.

Both aircraft must be equipped with some means of instantly releasing should this prove to be necessary; on the tug, the release is best positioned just behind the C. of G. for the best results; it is not advisable to tow from the extreme tail, as this would put the operation in jeopardy owing to the tendency of the glider to pull upwards on the tail of the tug, with obviously drastic results. The enclosed sketch will give an idea of the type of release favoured by most tug pilots; it is very simple in operation and easily installed in the tug. Comprising a brass tube embedded in a laminated wooden pillar, into which has been cut a slot to allow for hooking up the towline, the device should be located, as previously mentioned-----and preferably mounted against a fuselage bulkhead, or, if available, one of the vertical members of the fuselage structure (See Fig 1). The overall Length of the pillar should be about 6", with about 1" above the fuselage.

Referring to Fig 1A, you will see that you should also fit a wire of about .020 Dia from the top of the rudder (or fin) to the outer edges of the stabilizer; this is necessary in order to avoid entanglement of the towline with the empennage, a situation that could quite easily arise should either pilot over control.

SAILPLANES:

There are several commercial release systems available, and you may want to check the dealers for your preferred type; most of them have been proven in operation and can be purchased without fear of disappointment. They may be a little pricey for your budget however, and what follows is a mini survey of a few release arrangements you can probably make up from a quick "shufti" in your scrap box. They mostly work on exactly the same principle as the one we described for the tug, with some variations. A quick glance at Fig. 2 will show that this mechanism is made from a length of small brass tubing (say .090 ID). A hole is drilled into the underside of the aircraft, preferably through the skid, if one is fitted, to accommodate the tubing, and the release wire, which should be of suitable Dia as to pass easily through the tube. A slot or groove is filed into the skid and right through the tubing, making sure that a clearance is left between the release wire and the bottom of the aircraft. The connection to the servo is made using flexible tubing - the inner sheathing from cable installations would suffice - allowing the wire to pass through the fuselage at a location which causes the least inconvenience, whilst being adjacent to the servo. The aforementioned plastic inner cable could actually provide tubing for the whole of this installation. Epoxy the tubes in place when you are satisfied that everything is aligned, and check that you have the clearances necessary for smooth, trouble free operation, and you'll have a reliable system. (see Fig. 2.2a)

Another simple method is to locate a short length of tubing in the noseblock, epoxied into a hole drilled on the centerline of the fuselage. A wire "staple" is epoxied into position in such a way that a wire release pin passing through the tubing will intersect the staple at right angles. The wire is connected to the servo via flexible tubing; operation of the servo moves the pin back and forth in the tube - at its forward position, the pin locks into place across the arc of the wire "staple" so that the loop of cord threaded into the staple whilst the pin is in the rearward position will be securely held by the pin as the pin moves forwards. (see Fig 3.3a)

The obvious advantage of this last arrangement is that it is not necessary to damage any part of the aircraft, apart from drilling a small hole in the noseblock.

NOTA BENE: CONNECTIONS TO THE TOWLINE BOTH TO GLIDER AND TUG MUST BE BY LOOPS OF DACRON CORD 3" IN DIAMETER. ????????

IF YOU ARE FLYING A SPORT/DURATION MODEL WITH A RELEASEABLE TOW-HOOK, AND WANT TO DO SOME aerotowing as an experiment without defacing your model, here's a system which you may want to try.

Look around your workshop and select a fairly large screw-eye, one of, say, 1/2" Dia, - the type you screw into wood. Screw this firmly into place in the centre of the noseblock, preferably just below the center of the extreme point, as in the diagram (Fig 4.). Next select a length of nylon fishing line and fashion a loop about 1" in diameter at one end - make sure this loop is not going to close up by applying a drop of cyano to the knot; open up your releasable towhook and, passing the loop you have just made through the screw-eye, engage it with the hook; close the hook mechanism; the nylon line is now quite firmly hooked to your planes nose via the screw-eye, and it should be obvious that by fastening the fishing line to a tug or to a tugs towline, your Sport/Duration model is ready to be towed. When the time comes to release, simply operate your release servo, and Bob's your Uncle! Do make sure that you have a decent length to your line, say about a foot beyond the nose of your aircraft, and do check it carefully to ensure that no knots will foul the ring on releasing. (note: I used this idea forty years ago with a 50in. Glider towed behind a sport power model - the release was effected using one of those pneumatic free flight timers connected to a Heath-Robinson type of releasable tow hook - I'd try the same stunt now, but I don't think I could stand the chase; when the glider released it flew four miles! We hadn't the sense to check the timing, so the thing took 3 minutes to release!

BASIC TECHNIQUES:

Both pilots should stand close together, so that communication is immediate; radios, of course, have to be on different frequencies, with no possibility of interference, and pilots should decide before launching what manoeuvres are to be carried out; there must also be an understanding of the routine for release, so that each is aware of the others intentions; the usual thing is, for instance on release, the glider pilot will say "RELEASING" and operate his release - when the tug pilot sees that the flag on his towline is free, he will commence a gentle diving turn in whatever direction the two have agreed on previously; it is not safe for the tug to simply peel off into a vertical descent until both pilots are sure the release is total - it only takes a second or two and it prevents the spectacle of a "Death Dive" in Tandem. The take off should not be attempted until the security of both ends of the towline has been established; the tug pilot opens his

throttle in one movement, to "full", only when the glider pilot signals that he is ready. It has been the custom for someone to hold the wing tip of the glider, and be prepared to run alongside until the glider's ailerons become effective. This, in time, becomes unnecessary as experience is gained. A "Dolly" on which the glider sits during the take off run is sometimes used, especially on ground that is covered with long grass, for instance. The climb out should be at a slightly reduced speed than the take off and whilst the tug pilot should keep his speed as constant as possible, the glider pilot must keep station slightly above and behind the tug, flying as smoothly as possible. With practice the operation becomes very coordinated and is a pleasure both for participants and observers, and more so when both planes are scale models flown as near to scale speed as possible.

That's about it for now, Fly safely and

Happy Towing

But don't forget to DRIFT WITH THE LIFT!

Fred.

(Ed. note: A couple of the illustrations appear Courtesy of Asher Charmichael, R/C Soaring Digest and Sailplanes Unlimited - they follow the intent Fred's Sketches and made meeting the publishing deadline a little easier.)

MINUTES OF SOGGI MEETING SUNDAY FEBRUARY 14 1999

Meeting was called to order at 2.00 P.M.

Minutes of the Jan. 10 meeting were distributed and read by the 22 members present.

Motion to accept the minutes as read proposed by Stew Watson. seconded by Keith Armstrong.

NEW BUSINESS:

Topic out house . Doug Wilkens talked about renting a port a potty for the field. As the cost was too high approximately \$600.00 for the year , this idea was not pursued. It was suggested the club build another out house. The out house topic would have to be cleared with Ben Schouten before taking any action.

The club winches and chargers will hopefully be stored in Ben Schouten's barn A small cart or buggy will be required to move the winches to the flight line.

If the sod is striped from our current field and we have to move to a different site, we will have to be aware of the Mount Hope Airport. If we are within the five mile radius we will have to obtain airport manager approval.

Battery Chargers:

Keith Armstrong checked out charger prices. there were two in the Canadian Tire catalogue one for \$79.00 and one for \$85.00. Both had the automatic trickle charger. The cheaper chargers did not have this feature.

A motion to purchase 2 chargers for \$79.00 each proposed by Fred Freeman, seconded by Derek Hartwell. motion carried all were in favor.

Prizes for contests: It was proposed that there would be three prizes of \$50.00, \$30.00 and \$10.00.

Proposed by Bud Wallace seconded Fred Freeman.

Prizes for the one design contest will be \$25.00, \$15.00 and \$10.00.

A vote was taken all were in favor.

The Battery Story

At last meeting I reported that I had a price for Panasonic P-120SCRJ (4/5SC) batteries at \$2.92 each in quantities of 100. At the time I was quoted I was not aware that this battery is not a normal stock item with my supplier even though they quoted me from stock. When I went back to get 10 batteries for test purposes I found out that they had sold all of there stock which they had when I was quoted. So now the minimum buy is 400 with 90 day delivery. The price is still good.

I then checked on the P-120SCPJ which is the same size as the "R" type but is a rapid discharge type. These batteries are \$3.61 each but the minimum buy is 600 with 90 day delivery. On checking other sources I found that I can get Panasonic P-120SCJ/FT (flat top) batteries out of stock for \$4.22 each, there are 935 in stock, in quantities of 300 which we need. This battery is a rapid charge /Rapid discharge type. I looked further and found that I could get Sanyo N-1000SCR at \$5.75 each at 100 quantity 4.85 each at 300 Sanyo N-1250SCR \$6.75 each at 100 5.10 each at 300 from a hobby shop in Barrie.

Show and tell:

Werner Kelbert and Bud Wallace brought in their WINDFREE s. Werners plane was completely finished , Buds plane was ready for covering. For those of you building the WINDFREE remember to strengthen the wing by extending the spars and adding extra webs.

Draw: A Skeeter kit was donated by Stew Watson for the draw. The kit was won by Stew who declined the Skeeter. On the second draw Ann Tekatch was the lucky winner.

Meeting closed at 3.00 P.M.
Next meeting Mar. 14

MINUTES OF SOGGI MEETING SUNDAY MARCH 14 1999

Meeting was called to order by Bud Wallace at 2.10 P.M.

Minutes of the Feb. 14 meeting was read by Bud Wallwce..
Motion to accept the minutes as read Fred Freeman seconded by Bill Woodward.
Members present 15.

Club Winches: Currently the club winches are being stored at Don Guthrie's and Al Hilborn's homes. They will have to be picked up before the flying season starts. Bryn Rennie said he would try and pick up the winch at Al Hilborn's. The batteries will have to be charged up and a cart with wheels made up to transport them to and from the field.

Two battery chargers were purchased from Wal Mart at \$79.00 each by Kieth Armstrong. The chargers did not have the trickle charge feature but will recharge the battery if left on.

The Battery Story Continues: Kieth Armstrong, Jack Linghorne and Rob Campbell tested the Sanyo batteries in different packs. All tested out as being equal to packs of a different make. After a brief discussion it was agreed to buy the Sanyo Batteries.

Electric Power: Bryn Rennie asked for information about building a Sig a Cadet Sr.

and powering it with electrics.

Tips given: Use 15 to 20 cells

Use a geared motor to swing a bigger prop.

Buy a speed controller rated at 30 Amps. and able to handle the maximum
plan to use.

number of cells you

Jack Linghorne said he had built a Cadet Sr. and flew it with electrics.

Show and tell: Werner Hildesheim Brought in his Windfree in box.

The carrying case was made of plastic sheeting and styrofoam blocks.

Werner redesigned the wing hold down section, making it removable to
fit his carrying case.

Fote note: Fred freeman started to tell of his odyssey to build a Windfree.

With half a wing solidly glued to the fuselage.

The rest of the story to follow.

Meeting closed at 3.15 P.M.

Next meeting April 11

1999 SOGGI Executive

President:	Bud Wallace 1060, Eastmount Avenue Mississauga, Ont. L5E 1Z3	905-274-3177
Vice President:	Werner Klebert 69, Byron Avenue Stoney Creek, Ont. L8J 2T1	905-578-9431
Treasurer:	Derek Hartwell 39, Isaac Brock Drive Stoney Creek, Ont. L8J 2P1	905-578-7991
Secretary:	Cliff Englisch 24, Blackwood Crescent Hamilton, Ont. L8S 3H5	905-522-4561
Editor:	Dick Colley 101, Braeheid Avenue Waterdown, Ont. L0R 2H5	905-689-7761

Deadline for June Issue of Task : May 28th 1999

1999 Calendar of Events

- | | | | |
|--------------|--------------------------|------------------------------------|--------|
| • Mar 14th | SOGGI General Meeting | - Rockton Library, | 2.00pm |
| • Apr 11th | SOGGI General Meeting | - Rockton Library, | 2.00pm |
| • May 16 | One-design Phase 1 | CD Bud Wallace | |
| • June 6 | Optional Triathalon | CD Bud Wallace | |
| • June 20 | Golden Oldies Man-on Man | CD Bud Wallace | |
| • July 11 | One-Design Phase 2 | CD Fred Freeman | |
| • July 17/18 | 2 day F3J Electrics | (COGG) | |
| • Aug.15 | One-Design Phase 3 | CD Bud Wallace | |
| • Aug.29 | Novathon | CD B.Woodward, Asst - Fred Freeman | |
| • Sept 5 | Big Bird Bash | CD W.Klebert, Asst - Fred Freeman | |
| • Sept.12 | One-Design Phase 4 | CD Fred Freeman | |

The Souttern Ontario Glider Group is a chartered club of MAAC

For Sale: Want Ads: Personals

For Sale:

1 - Gemini MTS 100" \$75.00

For more Information Call: Doug Wilkins 905-679-4973

TASK**MEMBERSHIP LIST**

Keith 4011	Armstrong	219, Governors Road	DUNDAS	Ont	L9H 3J7	905-627-
Peter 576-6750	Ashton	200, Edwin Street		Kitchener	Ont	N2H 4P2 519-
Joseph 576-1449	Baltaza	19, Gaitwin Street		Brantford	Ont	N3P 1A9 519-
Rose 2560	Bandmann	RR1	DUNDAS	Ont	L9H 5E1	519-623-
Robert 8790	Batt	612, Blue Forrest Hill	Burlington	Ont	L7L 4H3	905-632-
Gordon 894-1409	Baxter	32, Dunnigan Drive		Kitchener	Ont	N2B 3W3 519-
Wayne 4049	Bransfield	488, Woodland Avenue	BURLINGTON	Ont	L7R 2S1	905-632-
Rob 627-9435	Campbell	34, Hopkins Court		DUNDAS	Ont	L9H 5M5 905-
William 6879	Carson	153, Park Street West	DUNDAS	Ont	L9H 1X9	905-628-
Steven 4574	Cole	178, Monarch Park Avenue	TORONTO	Ont	M4J 4R8	416-466-
Dick 7761	Colley	101, Braeheid Avenue	WATERDOWN	Ont	L0R 2H5	905-689-
Cliff 4561	English	24, Blackwood Crescent	HAMILTON	Ont	L8S 3H5	905-522-
Fred 627-9090	Freeman	706-75 Main Street		DUNDAS	Ont	L9H 2P9 905-
Gerry 7558	Fritz	19, Pepperwood Crescent	KITCHENER	Ont	N2A 4R2	519-893-
Kurt 4171	Fritz	RR2 Rockchapel Road	DUNDAS	Ont	L9H 5E2	905-689-
Albert 658-9495	Fund	73, Beech Street		CAMBRIDGE	Ont	N3C 1X6 519-
Stan 5412	Giles	1567, Gordon Street	Guelph	Ont	N1L 1E1	519-824-
Don 4537	Guthrie	RR4	Belwood	Ont	N0B 1J0	905-843-
Bob 576-7636	Hammett	183, Uplands Drive		KITCHENER	Ont	N2M 4X3 519-
Derek 578-7991	Hartwell	39, Isaac Brock Drive	Stoney Creek		Ont	L8J 2P1 905-
Werner 623-2663	Hildesheim	4, Foster Crescent		CAMBRIDGE	Ont	N1R 4R1 519-
John 241-0130	Kirkland	5, Carswell Place		WESTON	Ont	M9R 3K6 416-
Werner 905-578-9431	Klebert	69, Byron Avenue		STONEY CREEK	Ont	L8J 2T1
Otakar	Koprnicky	75, Hazelwood Crescent	CAMBRIDGE	Ont	N1R 8A4	519-740-

9504	Mike	Lank	40, Craighurst Avenue	Toronto	Ont	M4R 1J8	
	Jack	Linghorne	55, Angelsey Boulevard	ISLINGTON	Ont	M9A 3B8	905-233-
0230	Ken	Lockwood	RR5	Guelph	Ont	N1H 6J2	519-821-
9947	Tom	McCann	2206, Townline Crescent	OAKVILLE	Ont	L6H 5H4	905-257-
2101	Mike	Penney	388. Massey Drive		ANCASTER	Ont	L9G 3J9 905-
648-5843	Paul	Penney	388. Massey Drive		ANCASTER	Ont	L9G 3J9 905-
648-5843	Charlie	Rader	4533, Ivygardens Cres.	Beamsville	Ont	L0R 1B5	905-563-
4108	Zivko	Rizoniko	479, Fendalton Street	MISSISSAUGA	Ont	L5B 2L8	905-275-
0597	Paul	Schmidt	RR5	Guelph	Ont	N1H 6J2	519-836-
7131	Stan	Shaw	38, Rutherford Crescent	Kanata	Ont	K7K 1N2	613-271-
2774	Ann	Tekatch	19, Pheasant Place		Hamilton	Ont	L9A 4Y4 905-
575-5433	Bob	Thayer	4108, Millcroft Park	BURLINGTON	Ont	L7M 3V9	905-336-
3290	Mike	Thomas	61, Alhart Drive		ETOBICOKE	Ont	M9V 2N1 416-
748-2833	Gerry	Vandereyken	56, 32nd Street		ETOBICOKE	Ont	M8W 3G4 416-
255-4517	Juri	Vosu	3291, Candela Drive	MISSISSAUGA	Ont	L5A 2V1	905-279-
9549	Bud	Wallace	1030, Eastmount Avenue	Mississauga	Ont	L5L 1Z3	905-274-
3177	Bud	Wallace	1060, Eastmount Avenue	MISSISSAUGA	Ont	L5E 1Z3	905-274-
3177	Stewart	Watson	26, juanita Drive		HAMILTON	Ont	L9C 2G3 905-
385-8214	Doug	Wilkins	8448, Twenty Road		HAMILTON	Ont	L9B 1H7 905-
679-4973	Bill	Woodward	520, Pine Street		Cambridge	Ont	N3H 2S6 519-
653-4251	Paul	Yates	96, Highman Avenue		CAMBRIDGE	Ont	N1R 3L7 591-
740-0122							

