
TASK

Official Newsletter of the Southern Ontario Glider Group Inc.

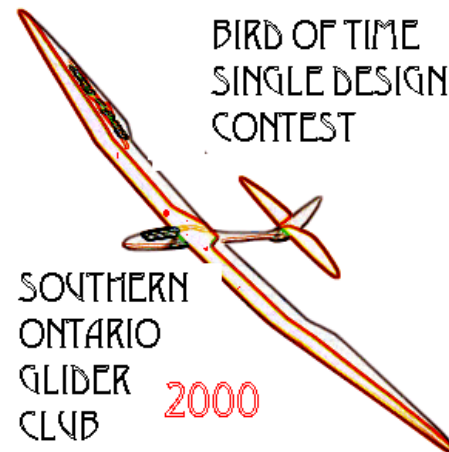
Volume 15 Issue 6

December 1999



Inside This Issue:

- Review - Bird of Time
- Novathon 99 Results
- Why Build
- Membership List
- Events Calendar
- For Sale



IF YOU BUILD IT.....

1999:

The year of the "Windfree" - A plane that has inspired poets, drawn curses, given us a source for tales of the wild blue yonder, broken the bravest of hearts and put the "fun" back in flying. (You really don't know what a tip stall is until you have done a full loop on the high start as a result of one - and then got a full six minute flight as an after effect.)

The weather was not wind free - more of a challenge - and those halcyon days of summer were fewer and farther between, but if you relished the good stiff breezes this was the year.

2000:

The year of the "Bird of Time" - already we have tips for building - see Fred's Article - and Five (count that, that's Five) Club contest dates and Stan Shaw is organising a Postal Contest for the month of June so the promise is there for a gala year.

Some of the topics for future articles to be presented in TASK:

- An Interview with Albert Einstein - Relativity Theory and Flight
- Structural Integrity in Airframes
- Pretty up that Bird of Time - Finishing Techniques for all
- Task Illustrated - Swim-suit Edition
- Where's the Lift? - Thermal Underwear for spring flyers
- Landing Points - Don't throw them away

All we need now is a few Budding Authors to seize the topics and fill the pages with words of wisdom, wit and ... that gives me an idea for another article -

- How to write an article for your Club Newsletter

Is there anybody out there? – Who has an article inside just bursting to get out

- We publish for free!**

MINUTES for SOGGI MEETING OCTOBER 17 1999

The meeting was called to order by Bud Wallace at 2.15 PM. There were 13 members present.

Minutes of the April 11 meeting were read by Cliff English. Proposed by Bud Wallace seconded by Werner Klebert. Business Arising from Reading of the Minutes: One battery charger and one battery purchased last year were Defective. Keith returned the defective items and purchased a new charger and battery from Canadian Tire.

WINCHES:

Derek Hartwell offered to store the two chargers and batteries and the spare lines for the winches in his basement for the winter. Werner Klebert offered to have one of the winches repaired. As the winch was drawing too much amperage a new bushing was required. Proposed by Keith Armstrong seconded by Bryn Rennie
Bryn Rennie asked about a club high start, as it did not work out in the past no further discussions took place.

ONE DESIGN CONTEST:

The following gliders were mentioned for the One Design Contest: Olympic II, Bird of Time, Mistral, Aquila, Spirit Elite and a discussion took place about the ease of building and kit availability. Two planes which were discussed in detail were the Bird of Time and the Mistral. The Bird of Time can be purchased for about \$120.00 from East Coast Hobby on P.E.I. Fred Freeman stated that the fuselage for the Bird of Time is not for the novice builder if he or she is scratch building the plane. Bryn Rennie said he had just purchased a kit and would make the plans available for reproduction. The Mistral is an easier glider to build than the Bird of Time. The Mistral is an easy flying glider if properly built. It flies by its self per Fred Freeman. Bryn Rennie said he would search for a kit manufacture of the Mistral and report back next meeting. The cost and availability of the Mistral were not known at this time.

NEW BUSINESS:

Bud Wallace talked to Ben Schouten's son about the field for next year and was told we will be able to fly there. The topic of a gift for Ben Schouten a gift certificates to either Lord Byron or The Shakespeare restaurants.

RULES & REGULATIONS:

There was a discussion about visitors who come to the field and fly. Apparently one member (unknown) had two visitors flying with him. If a person is interested in flying he/she should be willing to join the club. It is not fair for someone to come out to the field three or four times a year and not contribute. The club does not want to discourage potential flyers but the club rules state one person per member once a year. It was suggested a sign be posted at the entrance to the field. Sign to read MEMBERS ONLY - NO DRIVING ON THE GRASS

CLUB FEES

Werner Klebert asked about doing away with the Incorporation Fees.

After a brief discussion it was decided no changes would be made.

Open membership	\$40.00
Junior membership	\$15.00 (no incorporation fees)
Incorporation fee	\$25.00
Associate	\$10.00

SCORE CARDS:

Dick Colley designed new score cards for contests. He will get them printed up for the coming flying season.

FOR NEXT MEETING

Contest dates, One design plane, One design number of contests 3 out of 5 or 3 out of 4. Sign for lane way

Meeting Closed at 4:30 PM

MINUTES OF SOGGI MEETING NOVEMBER 14 1999

The meeting was called to order by Bud Wallace at 2.05 PM. There were 16 members and 1 guest present.

Minutes of the April 11 meeting were read by all.

Business Arising from Reading of the Minutes:

Derek Hartwell retrieved the batteries and chargers from the sod farm. One battery charger and one battery were found to be of no use. Derek proposed that the club keep only one charger and one battery. Seconded by Fred Freeman.

Carried. Derek Hartwell said he would purchase a gift for Ben Stout.

TREASURER'S REPORT:

Derek stated that there was balance of \$1,800.00 in the SOGGI account.

ONE DESIGN CONTEST:

The Mistral and The Bird of Time plans were posted on the wall to look at. Bud Wallace contacted Irwin Wilde in Winnipeg about kits for the Mistral. He was quoted a price of approximately \$149.00. The cost of The Bird OF Time was \$100.00 plus taxes and shipping. The Bird Of Time kit can be purchased from East Coast Model Centre P.E.I., Hobby Hobby 128 Queen St, South, Mississauga or Flite Craft 1595 Victoria St.N Kitchener.

After a brief discussion about building and cost of each plane a vote was taken to choose the One Design Contest plane. By a show of hands the Mistral had eight votes and The Bird of Time had eight votes. The tie was broken by a toss of the coin The Bird of Time being the winner.

NOTES: Bud said there should be washout on the wing tips. The wing span for The Bird of Time is 120 inches.

A discussion took place about the club building up their own kits. Keith Armstrong was nominated in absentia to look into the project of cutting the wing ribs and fuselage parts. By a show of hands eight members said they would build The Bird of Time from a store bought kit or scratch build the plane.

CONTEST DATES:

One Design Contest	May 14 2000
One Design Contest	July 9 2000
One Design Contest	Aug. 13 2000
One Design Contest	Sept. 17 2000
One Design Contest	Oct. 15 2000
Otto Bandman/Triathlon	June 4 2000
Golden Oldies	June 11 2000
Big Bird Bash	Sept. 3 2000
Novathon	Aug. 27 2000

NEW BUSINESS:

Flying Aces: Bob Hammett introduced Dick Fahey president of the Flying Aces Squadron 40. This is a free flight rubber powered model airplane club. With about fifteen members of which four or five belong to SOGGI at the present time. Bob Hammett asked if it would be possible for the Flying Aces to fly from our field. The Flying Aces fly every other Saturday in the mornings. A main concern from the members was new people strictly obeying the club rules in regards to the field. Especially about driving on the grass and using the turn around at the end of the lane way.

The question was asked should the Flying Aces be ask to join SOGGI and pay full membership plus the Corporation fee a total \$65.00. Bob Hammett suggested a fee of \$25.00 per flyer. It was suggested that the Flying aces become associate members at a cost of \$10.00. It was then brought up that the application form states that an associate member has no flying rights. The group then referred back to the constitution of SOGGI. It dose not say anything about flying rights under the Associate Member clause Bob Hammett motioned that the Flying Aces be allowed to become Associate Members. With flying privileges for free flight rubber powered models. This issue would be reviewed each year. Seconded by Bud Wallace. Motion carried.

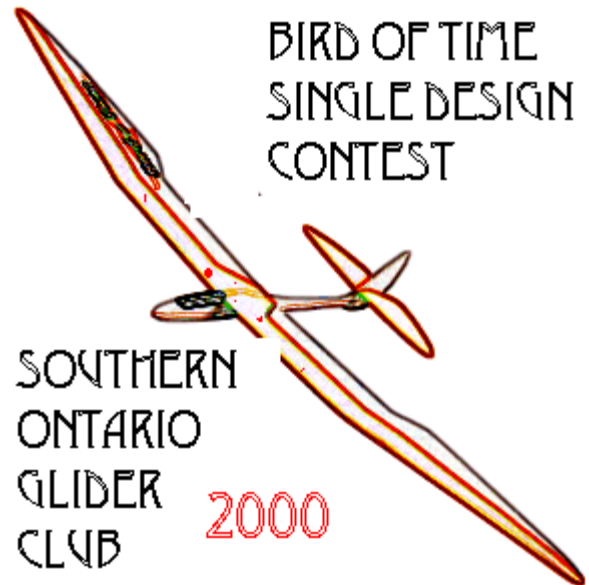
Meeting Closed at 4:00 PM

BIRD OF TIME _ PROJECT 2000:

By Fred J. Freeman

"Come fill the Cup, and in the skies of Spring
The Winter project of your spare time fling
The Bird of Time has but a little way
To fly - and Lo! The Bird is on the wing!"

- With apologies to Omar Khayyam!



I hope I may be forgiven that little bit of plagiarism, but I just considered the verse to be so appropriate that I couldn't resist 'appropriating' it, so to speak. However, moving right along, let me begin by saying that in any group such as ours there exists within a cornucopia of knowledge and experience that should not be allowed to go untapped.

With any new project there is a natural desire to get to grips with the job, and we are all eager to start construction of the beautiful model depicted in the magazine ads, but wait! What if, when we open the carton we are staggered by the amount of wood and the apparently complicated drawings; so much that we begin to wonder if we have bitten off more than we can chew?

It was such thoughts as these that set me thinking about this article, and I decided it would perhaps be beneficial to some of our less experienced members to have the advice of our more mature (?) colleagues. I think it might be helpful in avoiding some of those pitfalls that lie in ambush for the less experienced builder.

First, BUD WALLACE, our President (who claims to have discovered the very egg from which the first B-O-T was hatched - I had no idea he was so old! - Ed) says that the plans are a little vague in the area of the elevator assembly, and recommends that the elevator pivot tube be built into a plywood (1/16") box to prevent it from loosening and flapping about like a "wand in a windstorm"; this, plus the addition of a couple of pieces of 1/4' sq. one on either side of the fin will provide more support for the tube, and will contribute to the better performance of the model in general. Bud also mentioned that the wing saddle, as portrayed in the plans was very narrow, and would benefit from the addition of a piece of 3/8' triangle stock glued along the fuselage at this point (on either side, of course, OUTSIDE); it should be sanded to accommodate the dihedral angle, so that the wing sits flush, thus making a very secure support for the wing, and preventing the flying surface from tilting on launching. Spoilers would be an advantage when diving from height, providing for a more controlled descent. He also recommended that a remote release hook be fitted - if you don't want to put in the extra servo, says Bud, you can arrange it so that it will operate from the elevator servo - and, finally he suggests the use of as large a battery as you can cram in the nose for the receiver.

MIKE THOMAS - I'm sure Mike would have quite a lot of recommendations, but I was unable to reach him, despite several phone calls. Perhaps he can give us the benefits of his experience at a later date.

WERNER HILDESHEIM - The building is quite straightforward, says Werner, who built his model a year ago. He, too, suggests the use of spoilers, saying that the ones on his plane are fitted two bays in from the poly-break and cover two

complete bays. Dimensions are 1-2/4 wide and covering two bays (that's 3 ribs) and the spoilers are hooked onto the rear of the main spars. The kit offers two options for the fuselage, one wider than the other; if you build the narrow version you'll need to use Mini servo's, but the wider version accepts Standard servo's quite easily.

WERNER KLEBERT - (Werner will not be joining the One-design Project this year, but I figured that his opinion - which I have always valued - would perhaps be of benefit to the cause). Werner thinks that it is quite a straightforward build, and began by recommending that the nose be fibre-glassed in order to stiffen it a little. He feels that the wood supplied with the kit (he refers to the wood in the kit he examined, that of Bryn Rennie) is fair, but he would replace the spar material, which is basswood, with spruce. He thinks the area in the rear of the wing is a little weak and recommends the application of f/glass tape to the fuselage sides in this location. His most startling recommendation was that the wing be converted to a plug in assembly, which would not be too difficult to achieve, and would almost certainly dispense with the problem of the wing leaving its saddle on launching. The wing joint immediately out-board of the outer ploy joint should be braced by fitting of extra gussets, especially at the trailing edge. If you decide to fit spoilers, Werner suggests that they be of the blade type - Graupner do these in two sizes - and Werner recommends the smaller of the two; and, finally substitute basswood for the balsa at the wing tips, because it will add much strength to a much abused part of the aircraft.

From my own experience with the kit (this will be the third time for me) I should say, in order to avoid boring repetition, that everyone of the above observations are valid and run parallel to my own thoughts; I would add, however, a couple more, namely, to stiffen the base of the fin it would be advisable to epoxy strips of plywood (1/64' would do) to the INSIDE of each fuselage side before assembling the two together. At the pivot point of the elevator, I'd use 1/32 ply to box it in and 1/4 x 1/8 balsa to provide the necessary support - this, I think, is very important if you don't want the stab to flop about all the time. I didn't use a remote release, but mounted the tow hook about 1/4' back of the recommended position - this entailed holding a bit of down elevator on launch, but it gave a good steep launch angle and I never had any trouble releasing. One thing that I think is essential is to bend about 1/4' of washout into each wing tip to prevent the tip from stalling in turns, very useful when near the ground. My spoilers on this model will be located in front of the main spar; they will be of the popular "trap-door" style and will be 1-1/4 wide and cover 2, perhaps 3 bays and outside the span of the stabiliser. I shall more than likely be using standard servo's, which will be mounted to a ply base, and angled and overlapping each other to save space in the fuselage.

Despite all this information, let us not forget the more basic drills to be observed when one has purchased a kit; make sure that all the necessary materials are in the box, and identified correctly; check the quality of the wood and the accuracy of the die cutting where applicable. If any of the wood is of questionable quality you'll have to decide whether you are going to return the kit or replace the wood - in my opinion it's more convenient to simply replace the wood, because of the loss of time involved in sending things back. Once you've ascertained that everything is there do a dummy run to ensure that the parts all fit where they should.

That about covers it. I would like to thank my team of experts for their time and very able assistance in the preparation of this piece, and will close by saying that if there are any points that we have not covered, please feel free to call any of us.....and good luck.

FOOTNOTE:

Since writing this article I have received the kit from East Coast, and examined it very thoroughly. There is nothing about the "New" Kit (I'm told it was re-engineered when Dynaflyte took over) that gives me any reason to change any of the above recommendations in the item

Keep smiling, and don't forget to
DRIFT with the LIFT.....FJF

Bird of Time: Addendum update

Mike Thomas:

Fred finally spoke with Mike, and to his surprise (Fred's) he found out that Mike has not built a Bird of Time. However, Mike was able to concur that most of the recommendations contained in the article would have been listed by him if he had indeed built such a plane. He also added the advisor - "Keep it Light!"

Fred Freeman:

Having taken a more detailed look at his kit, Fred has determined that the wood contained therein is pretty good but will be substituting Spruce Spars for the Basswood ones in the kit. He also added the advisor - "Keep it Light!"

Postal Contest:

Stan Shaw has advised that the ORCC is running a Postal Contest for the Bird of Time to celebrate the new Millennium and our great victory over the Y2K Buggers - so this is an even greater incentive to get those Birds up and flying.

NOVATHON 99, August 29, 1999.

The day started windy and as it progressed the wind increased in strength and became blustery. As a consequence of this situation, there were only three rounds flown before the CD. called the contest. Despite the weather, a few of the contestants managed to post good times, particularly those flying heavier aircraft. Mike Thomas was one of those flyers with a heavier aircraft - a hi-tech ship that could penetrate well - and this advantage combined with Mike's great flying skill soon showed that he was going to be the man to chase and beat. By posting almost perfect times and good landing scores in all three rounds, Mike eventually did come out the winner, but in the early rounds two other flyers presented a challenge: Bill Mar and Werner Klebert.

Round one ended with both Bill and Werner close on the heels of Mike. In the second round, Werner was unable to find good lift and turned in a low time. Bill, however continued to apply pressure on Mike. Throughout this battle, Bill Woodward had turned in good times and was hanging in behind the early leaders. Now the third round had become the deciding round of the battle. Mike again turned in a good time and with landing points. Werner turn in a better score for round three than he did in round two, but that second round score had put him out of contention for the top spot. It was now up to Bill Moar to continue the challenge. Bill got off well and found good lift. It looked as though Bill was going max. and as it turned out, he did... and more. Seven minutes was closing fast and Bill's machine was down wind at close to an altitude of 1000 feet. It was clear that he would overshoot the time, and so he did, landing on 8 minutes thus posting a zero score. Turning in another reasonable time, Bill Woodward's consistency paid off, rewarding him with second place. Werner was third and Bill Moar finished fourth.. Congratulations to Joe Banial, a new comer who placed fifth. Joe shows great promise. Also thanks to all eleven participants for turning out on such a windy day.

Place	Name	Score
1	Mike Thomas	1,486
2	Bill Woodward	1,362
3	Werner Klebert	1,038
4	Bill Moar	907
5	Joe Banial	787
6	Keith Armstrong	612
7	Derek Hartwell	584
8	Werner Hildesheim	552
9	Don Guthrie	516
10	Bryn Rennie	430
11	Albert Fund	366

Windfree Contest – FINAL EVENT – 1999

The nine contestants who turned out for this, the last of the One-Design meetings for 1999, were favoured with almost perfect Windfree weather. At the start, Juri Vosu was leading the pack with a great flight of 4.27 in the first round of four. In the face of a rising wind the best flight of the second round went to Dick Colley with Keith Armstrong pushing hard; but the third round evened out a little as contestants adjusted to the changing conditions, with times averaging around the three minute mark – with the exception of “Fast Fingered” Fred Freeman who achieved the best flight of the day with an “Aerobatic” 6.07 to pull within striking distance of the overall leaders, Juri Vosu and Werner Klebert. However, in spite of valiant efforts by Keith Armstrong and “F-F F” (with even more wild antics) the lead that they had established was too great.

When all the number crunching and finger counting had been completed it was Juri Vosu in top spot with a total of 2399 points for his best of three of the four contest totals.

FINAL RESULTS:

Juri Vosu	2399 Points
Werner Klebert	2252
Fred Freeman	2143
Keith Armstrong	2007
Dick Colley	1773
Derek Hartwell	1724
Werner Hildesheim	1658 - 3events
Bud Wallace	1365 - 3events
Cliff English	829 - 3events

Thus ends the second of our One-Design excursions. I am sure that all would agree that this event is just a heck of a lot of fun – a series of separate contests in which after consistently flying the same model under almost equal conditions of weather and launching point, the winner was decided by only 40 points – 16 flights (avg.) by each contestant – total of 144 for the four segments!

Congratulations, JURI, and thanks to all those who participated in this Unique attempt to....

DRIFT WITH THE LIFT!

Fred Freeman – CD

Stew’s Story (Porcupines Like Antifreeze) – Submitted by Cliff English

Stew and his wife were on a trip to the North Country. They stayed overnight at the local inn and were about to leave the next morning when stew noticed some water under the car. He moved the car and could still see water dripping. The owner of the inn came out and saw Stew had a problem. He took one look and told Stew a porcupine had attacked his vehicle. Stew thought the guy was being a smart Alec. He had the car towed to a Chrysler dealer in town. The mechanic took one look and told stew his coolant line to the transmission had been eaten away by a porcupine. He showed Stew the teeth marks. This being a fairly new car the warranty was still valid, so Stew thought. Alas Chrysler does not warranty porcupine attacks on new vehicles.

For Sale: Want Ads: Personals

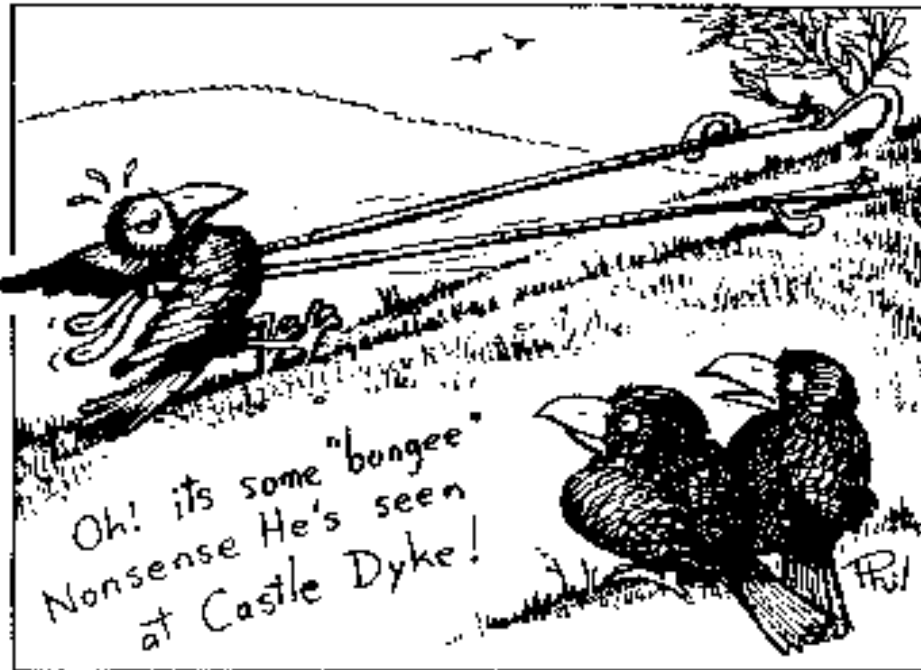
For Sale:

“RIPPER” Winch, Extreme hi-torque, very fast
(Includes instruction manual, Sears Catalogue, and
THREE Rolls of Decorator Duct-Tape)

~~\$399.99~~

\$ 9.99

For more Information Call: Harry ‘Nails’ Kneelson (360)-779-1234



The Southern Ontario Glider Group is a chartered club of MAAC

1999 SOGGI Executive

President: Bud Wallace 905-274-3177
 1060, Eastmount Avenue
 Mississauga, Ont. L5E 1Z3

Vice President: Werner Klebert 905-578-9431
 69, Byron Avenue
 Stoney Creek, Ont. L8J 2T1

Treasurer: Derek Hartwell 905-578-7991
 39, Isaac Brock Drive
 Stoney Creek, Ont. L8J 2P1

Secretary: Cliff English 905-522-4561
 24, Blackwood Crescent
 Hamilton, Ont. L8S 3H5

Editor: Dick Colley 905-689-7761
 101, Braeheid Avenue
 Waterdown, Ont. L0R 2H5

Deadline for February Issue of Task: January 22nd 2000

1999-2000 Calendar of Events

- Dec 12th SOGGI General Meeting 2000: Rockton Library, 2.00pm
- Jan 9th SOGGI General Meeting Rockton Library, 2.00pm
- Feb 13th SOGGI General Meeting Rockton Library, 2.00pm
- Mar 12th SOGGI General Meeting Rockton Library, 2.00pm
- Apr 9th SOGGI General Meeting Rockton Library, 2.00pm
- May 14 One design Phase 1 CD BudWallace/Cliff English
- June 4 Otto Bandman Club Day CD BudWallace
- June 4 Optional Triathalon CD Cliff English
- June 11 Golden Oldies CD BudWallace
- July 9 One Design Phase 2 CD BudWallace/Cliff English
- Aug 13 One Design Phase 3 CD BudWallace/Cliff English
- Aug 27 Novathon CD Fred Freeman
- Sept 3 Big Bird Bash CD K. Armstrong
- Sept 17 One Design Phase 4 CD BudWallace/Cliff English
- Oct 15 One Design Phase 5 CD BudWallace/Cliff English

TASK**MEMBERSHIP LIST**

Keith	Armstrong	219, Governors Road	DUNDAS	Ont	L9H 3J7	905-627-4011
Peter	Ashton	200, Edwin Street	Kitchener	Ont	N2H 4P2	519-576-6750
Roy	Auwaerter	9, Jamieson Drive	DUNDAS	Ont	L9H 5A1	905-627-8496
Joseph	Baltaza	19, Gaitwin Street	Brantford	Ont	N3P 1A9	519-751-3698
Robert	Batt	612, Blue Forrest Hill	Burlington	Ont	L7L 4H3	905-632-8790
Rob	Campbell	34, Hopkins Court	DUNDAS	Ont	L9H 5M5	905-627-9435
Dick	Colley	101, Braeheid Avenue	WATERDOWN	Ont	L0R 2H5	905-689-7761
Cliff	English	24, Blackwood Crescent	HAMILTON	Ont	L8S 3H5	905-522-4561
Fred	Freeman					
Albert	Fund	73, Beech Street	CAMBRIDGE	Ont	N3C 1X6	519-658-9495
Arnold	Gardner	202, San Pedro Drive	HAMILTON	Ont	L9C 2E1	905-383-4418
Don	Guthrie	RR4	Belwood	Ont	N0B 1J0	519-843-4537
Bob	Hammett	183, Uplands Drive	KITCHENER	Ont	N2M 4X3	519-576-7636
Derek	Hartwell	39, Isaac Brock Drive	Stoney Creek	Ont	L8J 2P1	905-578-7991
Werner	Hildesheim	4, Foster Crescent	CAMBRIDGE	Ont	N1R 4R1	519-623-2663
Herb	Jenkins	238, Lloyninn Ave.,	ANCASTER	Ont	L9G 1J1	905-648-6123
Werner	Klebert	69, Byron Avenue	STONEY CREEK	Ont	L8J 2T1	905-578-9431
Otakar	Koprnicky	75, Hazelwood Crescent	CAMBRIDGE	Ont	N1R 8A4	519-740-9504
Herb	Lentfer	23, Walsh Court	BRANTFORD	Ont	N3T 5Y1	519-753-2856
Jack	Linghorne	55, Angelsey Boulevard	ISLINGTON	Ont	M9A 3B8	905-233-0230
Ken	Lockwood	29, Cross Creek Blvd.,	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
Bryn	Rennie	22/1255 Upper Gage Avenue	HAMILTON	Ont	L8W 3C7	905-385-3365
Zivko	Rizoniko	479, Fendalton Street	MISSISSAUGA	Ont	L5B 2L8	905-275-0597
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
Juri	Vosu	3291, Candela Drive	MISSISSAUGA	Ont	L5A 2V1	905-279-9549
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

Correction Notice:

NAME:
 ADDRESS:
 CITY/TOWN:
 POSTAL CODE:
 PHONE:

Note:

This list may not be up to date – my old 386-20 wont talk to the Pentium II 400 – at least not in this century, so if you spot any errors or omissions then let me know and it will be fixed for the new year – Y2K Compliance BS041C

