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# TASK

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Official Newsletter of the Southern Ontario Glider Group Inc.

Volume 16 Issue 2

April 2000

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## IF YOU BUILD IT.....

If you build it in time for the first contest, then that in itself should be worth bonus points. The Bird of Time is aptly named. As I sit here, up to my knees in balsa dust and shavings, it seems like I started work on this plane in the last century and may with luck get it finished before the next century. A timeless design indeed! Still, as my old Latin master used to say, “Nihil illegitima carborundum” – “Don’t let the Bar-stewards grind you under” was the translation that he offered as the closest in meaning to the original phrase.

The article “The Art of R/C Soaring in Thermals” is here courtesy of Werner Klebert. Werner is building a monster “Sailaire” – a kit which he has had for a number of years. Included with the kit was an article written by Tom Williams way back in 1975. Werner, having read the text, felt that it contained much useful information, which is still relevant even today, and that it would help to improve everyone’s flying – from beginner to expert alike.

In this issue Fred Freeman tackles the Launching Dichotomy – Hi-Start or Winch – and offers insights to the pulses and minuses of both methods. (Sometimes size does matter – Sailplane – that is.)

Also, SOGGI Member makes headlines in the Flamborough News. The article is reproduced here and serves as a warning for all who fly in the Beverly Triangle. Remember! Always have identification on your plane and include phone number, MAAC number and a voucher for a case of beer (obtainable through any one of the thousands of Brewers Retail Outlets in, and around, Red Deer (Alberta).

**KEEP OFF THE GRASS!** Every Spring we issue the same message – Keep of the Flying Field until we get the all clear from the President (or Ms. Lewdwinsky) and you may even get a call from Bud Wallace (the Real President). Remember it is both the socially and politically correct thing to do; **KEEP OFF** the grass, or **BUD** will kick your...

## **KEEP OFF THE GRASS**

Did you know how long the Bird of Time has been around? Since The Elizabethan Era! See the recently discovered information gathered from the Insta-net.

**GETTING IT UP!**

(No, not a discourse on the benefits - Or otherwise - of VIAGRA, but a few words on what seemed to be a hot topic at our last meeting)

To paraphrase "The Bard"-

"To launch, or not to launch - that is the question -

Whether 'tis nobler in the mind to suffer the `pings' and `prangings'

Of outrageous winches, or to break arms(wings?) against the pull of Hi-Starts'

...etc.

I suppose that ever since men (and boys) discovered that "if you build it - it will fly" ~ differences of opinion have arisen as to how best to get the contraption into the air; a brief survey of traditional methods reveals the awful truth that it has all happened before. Such pioneers as the Wright brothers, Lillienthal, Chanute and Hargrave all thought that they had the perfect solution as they literally jumped into the saddle just as their respective mounts became airborne, only to be disappointed at the brevity of their trip. Not quite so upset, perhaps, as the English monk who, despite the fact that he was, if history is to be believed, somewhat less than "lightly built", launched his "bod" from the highest wall of the abbey wearing nothing but his habit. He didn't fly of course-but it cured him of his bad habit!

Yet another mad Englishman (did I hear you say they are all mad?) Sir George Gayley was so sure of his success that he bunged his coachman into his device without consulting the job breakdown, and shoved the whole assembly off the edge of the highest cliff on his estate. Sure enough, the thing wallowed its way across the valley, breaking up as it hit the other side - the aggrieved coachman fled the county and was never heard of again!

However - I digress; so let's examine this question of launching "one more time" as they say. May I say that I personally don't care how you launch-just as long as you do! Let us try to establish exactly what it is we are trying to achieve-we want to get our airplane into the air, launching as high as possible (without an engine, of course) by what-ever means is convenient and available-remember those two words, "convenient and available".

There are undoubtedly those who would not be seen dead launching from the lowly Hi-Start; they have their reasons, mainly -

- 1.Hi-Starts are hell on vulnerable wings
- 2.The rubber wears out.
- 3.The line breaks,
- 4.Launches are inconsistent
- 5.Hi-Starts are no good on calm days.

(To be truthful, there are probably more reasons, but these are the most frequently voiced)

Conversely, there are also people who admit similar misgivings with regard to winches, suggesting that -

- 1.Winches are hell on vulnerable wings.
2. The battery goes dead.
- 3.The line breaks.
- 4.Launches are murderous on windy days
- 5.Launches are inconsistent

(Again, I've probably missed your favourite, but bear with me)

If you study the above two lists, I'm sure you will agree that they are remarkably similar; which gives rise to the suggestion that perhaps both methods of launching have their good and bad aspects.

Remember the two key words I gave you previously? Convenient and available.

For a kick-off, unless you are something of a weight lifter, and able to carry heavy items to and from your car when you go flying, it should be obvious that it could be very inconvenient if you had to set up a winch every time you went to fly, whereas, you can tuck a Hi-Start under your arm - literally. That's convenient!

Secondly, everyone does not have access to a winch unless they own it-so you would be reliant on someone who does possess a winch being at the field each time you are out there. So you arrange to meet the winch owner at

the field, but, after a few launches, the line breaks, or the battery goes kaput, so you are no further ahead. Most- not all, to be sure-of our "regulars" at the field own a Hi-Start, so that, even if a guy has a line break that can't be fixed, or the rubber fails, there is usually someone else to step into the breach; in less than five minutes you are back in business.

Both systems have, and always will have, their adherents; both can bring disaster if used carelessly, and there is more than a grain of truth in the saying that when the wind dies, the winch is best; but you can get a lot more out of a Hi-Start if you are prepared to stretch it a little further. And if your system is not giving you the launches you need, someone else may have a more powerful Hi-Start than yours, so things even up quite well by and large.

Naturally, discretion plays a part in this equation, especially in view of the damage that can be done with a bad launch. We should keep in mind that PRACTICE MAKES PERFECT.

For this old buzzard's money, a good Hi-Start seems to be the answer; it's more economical (cheaper!) more portable (convenient) and at least in our club-more AVAILABLE when you are out to

DRIFT WITH THE LIFT!  
FRED

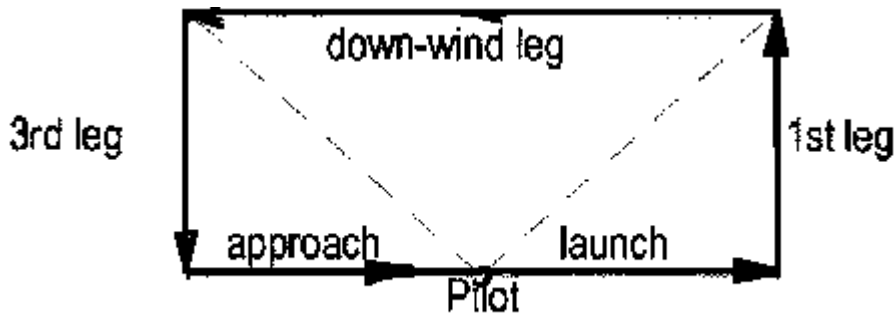
***THE ART of R/C SOARING IN THERMALS***

By Tom Williams in 1975

NOT TO LONG AGO, when a fellow who had been flying power for years became interested in soaring, he requested aid from me in the art of locating and riding up on thermals. He has since derived so much pleasure from soaring that he suggested I expound my thermalling primer in this column.

What's a thermal? A thermal is, in the simplest language, a batch of hot rising air-an updraft. Damn its origin and all that unnecessary technical stuff; all we care about is what it "looks like" and how we can find it, recognize it when we do and how we can make the most of its lift. Here's a method that works. Good pilots may have variations that differ but only slightly. This method has had me up in excess of one hour, a number of times.

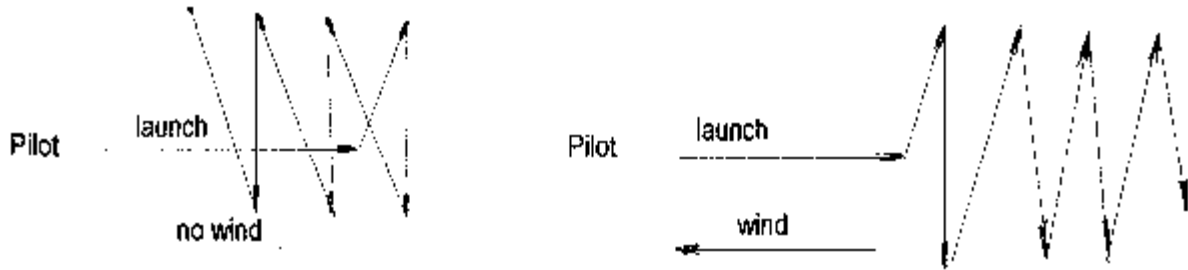
The Basic Skills required are the ability to launch to at least 300 feet and to turn smoothly. Proper Preparation is important. Your sailplane should be balanced properly. The correct balance point will vary, not only with the design but also with the wind conditions and the skill of the pilot. That is, the balance point must be moved forward on "floater" type sailplanes to penetrate in wind and the less skilled pilot will find that a rearward C.G. makes a smooth turn sheer luck. I have found that most pilots have the controls set too sensitively, thus magnifying the tendency to over-control. If you are having trouble making smooth turns, DESENSITIZE YOUR CONTROLS. Where you go in a thermal is not nearly so important as how smoothly you got there! The trim should be set for the optimum glide angle when not turning. Then, when in a thermal, the pilot will move the rudder trim for the turn radius desired and feed in up-elevator trim to maintain the proper glide angle.



Getting The Best Launch is important but is such and involved subject that I will have to make it the subject of another column.

Because of altitude limitations, the downwind leg will usually not be as long as shown above but the basic idea is to keep the sailplane on a straight, smooth course perpendicular to the pilot's line of sight.

Another excellent method, especially when the wind is up, is to fly a series of left-to-right-to-left zigzags upwind, being careful not to cover the same "ground" (air) again.



You may develop your own, maybe better, search pattern but keep the salient points, above, in mind.

Recognition is the most difficult part of thermalling. The real difference between being able to go up in thermals and just getting umpteen 3-minute (or less) flights every Sunday, is the simple (so it may seem) ability to recognize lift when it happens. I've got to say it again! Nobody can recognize lift when he's jerking the elevator up and down. Keep your hands off the stick!

Picture in your mind's eye the normal sink rate of your machine. Now - when you see that downward line become zero, or better yet, an upward line you're in lift. Even if the sink rate only becomes zero, you're in a lift. Many times I've seen the likes of Dave Shadel, Mark Smith or Rick Pearson max out for 10 minutes, never getting any higher than the launch. ZERO SINK! On occasion I have been in zero sink for 2 or 3 minutes only to have the embryonic thermal develop into the fable of the week, taking my Windrifter to the limits of visibility. Don't throw away the "zero sinker"! Measure the Diameter of the thermal to get the most out of it. This is an important aspect that many otherwise good pilots miss. Because the normal sink rate of any glider goes up as the radius of turn goes down, it is a superior technique to fly the largest circle that lets you remain inside the thermal. Thermals vary in diameter, not only from thermal to thermal but within the thermal. (As the height increases, so does the diameter.) Do not turn the instant you recognize lift. Continue straight until the lift has been passed. Now do a 180-degree. At the previously determined center turn 90 degree and fly to no lift. Turn 180-degrees and repeat. Now you know its width, diameter and exact location. You know how big a circle you can fly and where it's center should be. The knowledge, thus gained, is worth hundreds of feet and will have cost you less than 50 feet. Many thermals are lost because the pilot never quite knew exactly where they were. Many feet of altitude are lost by turning in a tight spiral in a big thermal. I have frequently noticed

another pilot in a thermal, joined him, measured it and then by flying with this knowledge (which he never bothered to get) flew right up past him. When someone flies up through me it embarrasses the hell out of me. I won't let it happen if I can help it - will you?

Fly Smoothly! Second only to recognition, smoothness is the most important aspect of flying thermals well. Learn to turn without losing altitude. Learn just how sharp you can turn your particular model without tip stalling. Practice this until you can turn as tightly as possible without diving or tip stalling. Make the largest circle you can and still stay in the thermal. This will result in the lowest relative sink rate and therefore, the greatest net rising velocity.

Drift with the Lift. Did you ever notice a "Whirlwind" or "Dust Devil"? They move! Downwind! So does a thermal but generally, not as fast. Therefore, it is nice to find a thermal upwind and stay in it, drifting downward until you feel it is wise to return upwind and find another. To fly an hour you are likely to fly in 10 or more thermals, yet never move from the launch area.

When is the best time? I have seen days when all the best lift was over before 10 a.m. and I have flown in good lift when it was too dark to fly a block away but generally, the best lift will be between 10.00 a.m. and 3.00 p.m. mean sun time. Generally speaking, before 10 a.m., there is insufficient heating of the ground by the sun for good lift and by 3 p.m. the air has heated to the point where good lift is less likely.

Where? Everywhere south of 90th parallel, except over water and sometimes even over water. Ever see a flat-bottom Cloud? It's "sitting on top" of a thermal. Ever see a "Dust Devil" or a "Whirlwind"? Those were thermals. I flew a Drifter clean out of sight in a "Dust Devil" once. Having spent most of my life in the East, I can tell you the lift is good from Coast to Coast.

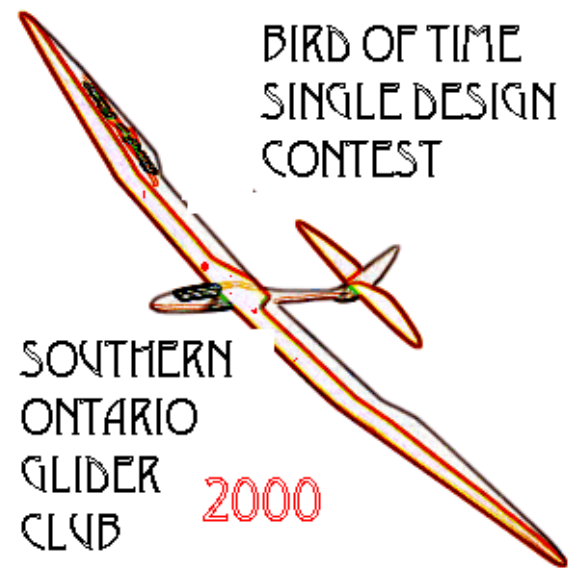
Good Flying!  
W.J.K.

### Historical Footnote:

Recently unearthed manuscripts, found near Stratford-upon-Av(iati)on and dating back to 1605, are believed to contain unpublished Sonnets by Wm. Shakespere which he wrote for the early Elizabethan soaring missive "Ye Taske" - official newsletter of the Southern 'Oratio Glyder Groupe (not yet incorporated)

SONNET to the Bird of Time:

Shall I prepare thee for a summer's day?  
To soar and fly as thermals generate:  
Rough winds do shake the darling buds of May,  
And summer's lease hath all too short a date:  
Sometime too hot the eye of heaven shines,  
And often is his gold complexion dimmed;  
And yet the lift from thermals sometimes declines,  
By chance or pilot's changing course untrimmed;  
But thy eternal summer shall not fade,  
Nor lose possession of that air thou blowest;  
Nor shall dead batteries lay uncharged in the shade,  
When both winch lines to untangle thou goest:  
So long as men can breath, or eyes can see,  
So long soars this plane, and this gives life to thee.



NEWS FLASH! NEWS FLASH! NEWS FLASH!

ODIHAM, HANTS, ENGLAND ~ FEBRUARY 2000

During WW2, prisoners in the dreaded Colditz POW camp tried many ingenious methods of escape. One of the more fantastic plans was the construction of a glider capable of carrying 2 persons, in which they intended to literally fly away. Stories of this escapade were greeted with exclamations of disbelief; these tales have now been given credibility with the construction of a replica of the glider, which made its first flights at this RAF station in February. The replica was produced by a British Aircraft company for use in a film series about the camp, which is believed to be airing this year on British TV -- More next time and details of the plane itself - FF

## MINUTES OF SOGGI MEETING FEBRUARY 13 2000

The meeting was called to order by Bud Wallace at 2:15 PM

There were 10 members present.

Minutes of the January 9 meeting were read by all.

### ONE DESIGN CONTEST:

Keith Armstrong brought up the subject of all One of a Kind contests should be consistent for all contests. Therefore all contests should have spot landings regardless of wind conditions. As a person flying in four contests with no spot landings in two of the contests would be at a distinct disadvantage in total points, as a person flying in three contests with spot landings in all three.

### OLD BUSINESS:

It was noted in the Task that Keith Armstrong was the CD for the Big Bird

Bash This should be Werner Klebert.

Keith went over all the contests for the year 2000 and stated which ones were open to all glider clubs. The only closed contest is the One Of A Kind contest.

### BUILDING TIPS:

To make an air scoop for eclectics use a large plastic spoon and cut it to shape.

Using epoxy to get a nice smooth finish. When mixing the epoxy use two plastic containers one with hot water in it then place the container with the epoxy in the hot water and mix it. The heat causes the epoxy to thin out then use an old credit card to apply the thin epoxy. A word of caution use a long setting epoxy one hour or more as the epoxy sets up very fast.

Another method to dilute epoxy is to use alcohol.

Keith said he uses Hobby Pox 11.

A method to strengthen poly-dihedral joints is old bicycle wheel spokes epoxied to the joint.

Meeting Closed at 3.30 PM.

## MINUTES OF SOGGI MEETING MARCH 12 2000

The meeting was called to order by Bud Wallace at 2:05 PM

There were 13 members present.

Minutes of the February 13 meeting were read by all.

### ONE DESIGN CONTEST:

The One Design Contest will consist of three rounds with a seven-minute maximum and fifteen minutes accumulative. Spot landings to have the same length for each contest. Type of launching system to be determined by the contest C.D.

The One Design Contest and the Postal Contest were going to be held on the same day in June. Owing to the difference in scoring and the number of rounds, it was decided that members wanting to fly in the Postal Contest would have to arrange for a timer/witness and fly their five rounds on any day in June. A good day would be any Wednesday in June.

**FIELD:**

There is to be no flying at the sod farm until Ben Schouten gives Bud Wallace the okay to use the field. This will depend on the weather and field conditions. As soon as Bud has been given the ok by Ben all members will be notified by phone. Letters are to be sent to any member not in attendance at the March meeting.

**CLUB DAY:**

The Club Day and the Triathlon were both scheduled for June 4 2000. Because the Club Day has no entry fee and the Triathlon has a \$7.00 fee the Triathlon will be held on June 4 2000. The Club Day will be held on May 28 2000. Motion to change dates Keith Armstrong Seconded Bud Wallace. It was suggested that all participants in the Club Day be given a prize. The C.D. will determine the prize structure.

**TREASURER'S REPORT:**

Derek Hartwell reported the club has a bank balance of \$2,940.00. The auditor's report was distributed by Keith Armstrong. Keith went over the report and gave an explanation where required. It was noted that in 1999 the club had to pay for the Cambridge field in full. Another one time expense was the outhouse. Motion to accept the auditor's report and the treasures report Fred Freeman Seconded Bill Woodward.

**SHOW AND TELL:**

Jack Linghorne brought in his recently purchased Mistral kit. The Mistral could be next years One Design Contest Plane.

Meeting Closed at 3.30 PM.

## Rockton model plane takes off; found in a tree three months later

The Beverly Triangle strikes again. Residents of the Rockton area may have noticed a flyer posted in local stores asking for help locating the whereabouts of a missing plane.

Some may wonder just exactly why a missing plane would be posted in a small rural store and not on the news as another tragic disaster.

It's Rockton bulletin board news when the plane in question vanished in the heart of the Beverly Triangle and of the model airplane variety.

Kitchener resident Bob Hammett, an avid model airplane pilot, was flying his 1940's era plane named "sail plane" near the Beverly Community Centre when he lost sight of the 7-foot model at an altitude of about 1500 feet.

"It was right there under control making lazy circles. I took my eye off it for a moment to grab my cap because of the sun. When I looked back it was gone," Hammett said.

This latest instance in a long saga of Beverly Triangle model airplane disappearances occurred in late September, hence drawing Hammett's plea to the public to help locate the missing plane.

"It's not uncommon to lose a model airplane out here," Hammett said. "One guy found his about 150 kilometers away."

Hammett said the plane, which is controlled on the ground by remote control, is pulled aloft by a small gasoline engine which then shuts off and the plane becomes a glider capable of staying aloft for hours.

On this day however, one stolen glance at the ground and the Beverly Triangle struck.

"I think when I looked back (up at the plane) it was still right there above me, stable and doing circles but because of the visibility I just couldn't see it. Really I never expected to see it again."

On New Year's Day, over three months after the original disappearance, a man, who wishes to remain anonymous Hammett said, contacted him saying he had found the plane in a tree near Peter's Corners some eight kilometers away from the original area.

"This guy said he was out walking his dog and saw it in the tree. It was really a good way to start off the new year hearing someone had found it," Hammett said.

While the plane suffered crash and water damage, Hammett said he is going to rebuild the aircraft.

And as for the anonymous caller, Hammett said the only reward the man wanted was a case of beer.

**Is there anybody out there? – Who has an article inside just bursting to get out**  
**- We publish for free!**

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## For Sale: Want Ads: Personals

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**For Sale:**

Bird of Time – Some Impact Damage, not even good for Spare Ribs  
Plus 23 sheets of 150 grit emery cloth (well worn – good for lining cat litter boxes),  
slightly charred Hair-piece and three finger splints ~~\$9.99~~ (free to good home)

For more Information Call: Harry 'Nails' Kneelson (360)-779-123

**Found:**

Winch turn-around Sheave  
At the Beverly Community Centre

For more Information Call: Warren Kelly (905)-822-0318



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The Southern Ontario Glider Group is a chartered club of MAAC

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## 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 English 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 22nd 2000**

## 2000 Calendar of Events

- 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 Bud Wallace/Cliff English
- May 28 Otto Bandman Club Day CD Werner Klebert
- June 1-30 B-O-T Postal Contest CD Stan Shaw (See March Minutes)
- June 4 Optional Triathlon CD Cliff English
- June 11 Golden Oldies CD BudWallace
- June 18 One Design Phase 2 CD Bud Wallace/Cliff English
- July 9 One Design Phase 3 CD Bud Wallace/Cliff English
- Aug 13 One Design Phase 4 CD Bud Wallace/Cliff English
- Aug 27 Novathon CD Fred Freeman
- Sept 3 Big Bird Bash CD Werner Klebert/K. Armstrong
- Sept 17 One Design Phase 5 CD Bud Wallace/Cliff English
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**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	511-120 Strathcona Ave N	HAMILTON	Ont	L8R 3J5	905-525-6509
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, Lloyinn Ave.,	ANCASTER	Ont	L9G 1J1	905-648-6123
Werner	Klebert	59, 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	416-233-0230
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
Walter	Tremmel	56-600 Silvercreek Blvd	MISSISSAUGA	Ont	L5A 2B4	905-270-5959
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:  
 e-mail:

