
TASK

Official Newsletter of the Southern Ontario Glider Group Inc.

Volume 17 Issue 2

April 2001



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Flying into the ~~new Millennium~~ City of Hamilton

Spring is here, the grass is riz, I wonder where my X-acto knife is! Time to do the pre-season flight checks, cycle the batteries, batter the bi-cycles, check the throws, throw the cheques, tune into Channel Four for the weather, wonder whether fortune will smile on this years contest dates. Step outside, scan the sky, check the wind, do a range check, bend and touch your toes, close your eyes, breathe deeply and step warily.

Where to Fly?

The location of this year's flying field is in a state of flux at the moment but we should have more information at the April Meeting. But make no mistake, we are going to fly!

What to Fly?

Bird of Time Contests are to be held on Wednesdays this year, great for all the gentlemen of leisure, but not so good for the working poor. Will we be allowed "Early Bird" special flights? Or will we have to learn to fly on GOLF days! There is also a new contest – for both sailplanes and electric sailplanes – see the meeting minutes for details.

Indoor Electric Flying?

Have you been to the EFMSO indoor electric flies this year? A new dimension to the winter activities – a great spectator sport, and an incident-hit rate that rivals that for aero-tow tugs. By the way, how many grammes are in a pound?

Nationals?

The Nationals have been cancelled – financial support not approved, see text of e-mail below:

"Sorry inform you but the 2001 Canadian Nat's are cancelled. The Board did not approve the budget. Thanks for your interest in the Nat's.

Best regards.

Stan Shaw"

It is also mentioned in the MAAC Mag. this month!

Latest Projects and ramblings of a half crazed carbine-bound fur trader and Whiskey Runner:-

Vintage Scale Glider – 1/5th Scale LF-109 Pionyr – scratch built from Czech plans. A two-seat trainer built in the 1950's. Anyone know what "Na potah jsem zvolil folii Solartex se struktou platna..." means?

New Score Cards - Tailored for Specific Contests?

Flight Log Books - for Instruction/Wings Programme

Laser Rib cutting – has anyone tried this yet?

Battery comments

Extracts from Rob Campbell's Article (many thanks to Rob for giving us a preview of this item)

GNATS Connection – see Werner's report in the March minutes

MINUTES OF SOGGI MEETING FEBRUARY 11 2001

The meeting was called to order by Werner Klebert at 2:10 PM. There were 16 members present.

Minutes of the January 17, 2001 were read from the Task. Motion by Stu Watson that the minutes be accepted.

Seconded by Doug Wilkins.

GENERAL DISCUSSION:

Stan Shaw said Bud Wallace was in the hospital for tests. - Cliff English will send a get well card to Buds home.

A new member **Jim Bracegirdle** was introduced into the club.

Keith Armstrong requested that Derek Hartwell make the clubs books available for audit for income tax purposes.

With new members joining the club instructors are needed. At the present time we do not have a head flight instructor. Stan Shaw will revise a new members information kit. The kit will include SOGGI safety rules, frequency pin information, and wings program information, SOGGI constitution, membership list.

The following members are qualified instructors

Stan Shaw

Werner Klebert

Albert Fund

Don Guthrie

Name Tags:

Stan Shaw said he would order 30 blank name tags. A list was passed around for any member requiring a tag. For any member not at the meeting contact Stan Shaw to place an order. A cost of \$5.00 to \$7.00 was mentioned.

Cliff English will order MAAC wing tags.

FIELD:

Doug Wilkins brought up a problem that could happen when members are flying at the field on Greens Road. and the new field the east side of Number 6 Highway and Haldibrook Road. A distance of two and half mile radius between the fields should be kept in order to avoid radio frequency interference.

This distance will be checked out before the flying season begins.

Dick Fahey talked about an airstrip in Waterdown off of Center Road at the seventh Concession. This is a privately owned field used by ultra-light and small aircraft. The field is all grass. Derek Werner and Dick said they would investigate further.

Another field being looked at is the Toro Dump site on Mud Street. At this time ownership is being transferred to Hamilton from Toro. If this takes place the city will not allow us the use of this site. As there are gasses still coming from the fill.

Stan Shaw suggested we make up proposal to present to the city for use as a recreational area for flying gliders. Derek Hartwell is monitoring this location.

CONTESTS:

The fee for all contests will remain at \$7.00 per event.

Werner Klebert was at a NATS meeting and talked about the problems we may have with a flying field this year. NATS has offered the use of a field for our contests if we have a problem.

Werner Klebert talked about a new contest with SOGGI and GNATS combining to hold a one-day event. If this contest takes place SOGGI would host it one year and NATS the following year. A \$50.00 fee to be paid by each club to cover costs was mentioned. A proposed name could be Golden Horseshoe Soaring. This proposal is still in the talking stage.

Stan Shaw talked about the 2001 Nationals to be held at Centrailia on August 17 to 26. There will be overnight accommodations in the dorms. A cafeteria will be open for meals. Meal tickets will be available at nominal cost. Dorms are \$79.00 per double and \$49.00 per single a night.

In reference to the electric powered contest Werner Klebert presented a set of rules for the contest, which were read by Stan Shaw. This would combine an electric glider and a high start glider.

This event will take place on Sunday August 12 2001. Jack Linghorne and Stan Shaw agreed to CD the event. This will be a club only event. With an entry fee.

Following are the rules proposed by Werner.

S.O.G.G.I Precision/Duration Contest

CLASSES: 2-Meter gliders - Trophies to Third
Electric gliders - Trophies to Third

FEES: \$ 7.00 per Class

TASK:

4 - rounds in each class 4 min, 6 min, 7 min, and 7 min

Flown in that order, both classes concurrent

Land any portion of the model in circle for landing points:

15 Points in Round 1

30 Points in Round 2

50 Points in Round 3 & 4

25 foot circles any part of plane in the circle

RATIONALE:

This is S.O.O.G.I 's only Annual contest where 2-meter span models can compete amongst themselves without "threat" from "open" models.

In an effort to reduce the luck factor of finding an early elusive thermal, and to reduce the advantage of pilots drawn to fly later in this period when lift is more plentiful, the task in the first rounds are reduced

RULES:

Each pilot must hold a M.A.A.C. or A.M.A. license in good standing

Field boundaries - Standard.

When model leaves your hand it is considered an attempt.

You are permitted one attempt per flight.

A "pop-off " constitutes an attempt.

Sportsmen, one pop -off per round.

In the event of winch failure or line break, pilots are permitted a second attempt.

Pilots must stand outside landing circle. As a safety precaution.

Standard length High starts be allowed 350 feet line 100 feet rubber.

Scoring:

One point per second plus landing points

Seconds are deducted under or over the task time.

General:

Please help with moving equipment & timing etc. Make sure your frequency pin is on the board before you fly and removed promptly after landing your plane. Please leave the field clean. Thank you.

Electric Duration Scoring

3 Flights to total 15 Min.

Maximum of 7 Min. per flight.

Maximum of 45 Seconds motor run per flight.

Motor time need not be used at a single run.

Two stop watches will be required for this option.

No landing points.

Watches stop at first touchdown.

Standard field boundaries.

Models must be launched at least 25 meters away from the pits, winches, high starts, or landing circles.

SHOW AND TELL:

Werner Klebert had a High Fly glider fuselage, which he wants to convert to an electric. He was advised to lay out all the components inside the fuselage to find the center of gravity. Another hint was not to have any components between the motor and the battery pack, as any crash would probably damage these components.

As experienced by Jack Linghorne.

Motion to adjourn proposed by Keith Armstrong seconded by Derek Hartwell

Meeting Closed at 3.05 PM.

MINUTES OF SOGGI MEETING MARCH 11 2001

The meeting was called to order by Werner Klebert at 2:05 PM

There were 15 members present.

Minutes of the February 11 2001 were read.

Motion by Stu Watson minutes be accepted. Seconded by Doug Wilkins.

Business arising from the minutes. GNATS (Greater Niagara Thermal Soarers) was spelt wrong.

GENERAL DISCUSSION:

A New Members introductory package has been assembled. The only thing missing is a location for this year's field. Derek Hartwell has the large decals and will give them out as required.

The financial statement was read by Keith Armstrong as of January 1, 2001 the net worth of the club is \$3115.07. This statement will be used to file a tax return for the year 2000.

Name Tags:

Stan Shaw said he would try to have the nametags for the April meeting if possible.

FIELD:

The Tara Dump site on Mud Street the city would like a proposal to fly gliders off this site for recreational purposes. Keith Armstrong was going to start on this proposal, to be delivered by Derek Hartwell.

As the field off Haldibrook Road may be sold Ben Schouten has offered another field on Greens Road across the road from the old field This is a twenty acre field, parking will be on the side of the road.

The field in Waterdown off of Centre Road The owner said the field has very little traffic on weekdays but the weekends are busy. He would like to see a demonstration of gliders being flown and what is involved with high starts and winches. As this is a privately owned strip if it is registered with the government we cannot fly there under any circumstance. as MAAC would not honour any insurance claims.

Bill Woodward mentioned that this would make a good field for aero-towing.

CONTESTS:

The combined contest with SOGGI and GNATS has been put on hold till GNATS have their next meeting. Werner Klebert will have more information next meeting.

Don Smith from GNATS will supply an area map of the sod farms, which we will be able to use this year if required.

WINCHES:

At the present time the club dose not have a battery for the club winches. As we lost two batteries from not being used last year it was decided not to purchase another battery.

In the last year club members have supplied winches for contests.

SHOW AND TELL:

Werner Klebert brought his misfit electric conversion he is using an 0.5 motor with a 3:1 gear box and 8 cells turning a 11x9 prop.

Werner's other plane was a Sail Air SD-100 weighing 53 ounces with 8.5 ounces wing loading.

Kurt Fritz had a Flamingo kit with no wings for sale for \$95.00.

Motion to adjourn proposed by Keith Armstrong seconded by Derek Hartwell

Meeting Closed at 3.05 PM.

BATTERY MATTERS:

The summary of recommendations printed below are an extract from Rob Campbell's **Lead Acid Batteries for Field Charging** (for Electric fliers). The information should also hold true for Winch Batteries, and we have taken the liberty of printing these recommendations. The article is a veritable fund of information and we hope to be able to print the whole thing in the next newsletter.

Summary of Recommendations:

Safety first! Charge the lead acid battery in a well ventilated area to avoid build up of explosive hydrogen gas. It is best to have some air moving across the battery to dissipate the hydrogen.

Buy the freshest and largest ampere-hour deep cycle battery that will fit your requirements and remain transportable. A "Marine/Deep Cycle" battery is the minimum requirement. A standard "Automotive" type battery will not withstand the rigors of deep cycling. An "Industrial" type deep cycle battery will provide the longest life, but may be costly to obtain.

A constant voltage "automatic" charger applies regulated voltage at approximately 13.8 to 16.0 volts depending on the battery type, battery condition, and the ambient temperature. A basic 10 amp automatic charger will cost between \$50 and \$100 at an auto parts store and would supply a suitable current for most of the automotive size batteries. Buy a microprocessor-controlled commercial charger if your budget allows. Follow the instructions supplied with the charger.

Generally speaking, size the charger so that it will recharge the battery over an eight to ten hour period. This would be C/8 to C/10 rate. Using an automatic charger will take longer to fully charge the battery because the current tapers off. An automatic charger with too low a current may not fully charge the battery. Using a manual charger will require considerable babysitting to avoid overcharging.

If left unattended, an unregulated battery charger or malfunctioning automatic charger will overcharge the battery and "boil off" the electrolyte. Do NOT use fast, high rate, or boost chargers on any battery that is sulfated or deeply discharged. The electrolyte should NEVER bubble violently while recharging because high currents only create heat and excess explosive gasses.

Check specific gravity in each cell to determine the state of charge if possible. If this is not practical, use voltage to determine the state of charge.

Let the battery sit for at least six hours after charging before trying to determine the true state of charge.

The Astro Whatt Meter can be used to measure the total capacity consumed from the lead acid battery by connecting it between the lead acid battery and your charger(s). It can also be used to test the capacity of the battery with a resistive load. (Note: - although Astro Flight lists the capacity of the Whatt Meter as 9 Ah, I've used mine to 40 Ah so it probably works to 99.9 Ah.)

Fully recharge the battery as soon as possible after discharge.

The shallower the average discharge, the longer the battery life.

Avoid undercharging the battery.

Consider permanently connecting a digital voltmeter to the battery so that its approximate condition can be seen at all times. Remember to compensate for an applied load if you are charging flight packs and to allow some time for the voltage to stabilize after charging or discharging before using the voltage to determine the state of charge.

Get to know your battery voltage characteristics with and without a load. When you get a new battery, fully charge it and record the stabilized voltage for future reference.

You should stop using the battery when the voltage reaches approximately 11.7 to 12.0 V without a load.

Deep cycle or "Marine" batteries are seldom maintenance free. Check electrolyte levels regularly and top up with distilled water per the manufacturer's recommendation.

Only clean water should be used for cleaning the outside of batteries. Solvents or spray cleaners should not be used.

Modern lead acid batteries can be safely stored on a concrete floor. Battery cases today are better sealed so external leakage, which would cause discharge due to absorption of alkali, is no longer a problem.

Temperature affects battery life. Store the battery in a cool (but not freezing) place if possible. Temperature also affects the readings taken to check battery health.

Lead Acid batteries age. Normal degradation of the plates etc. occurs as the battery is cycled. Deep discharges, heat, vibration, over charging, or periods of non-use accelerate the aging process.

An improperly maintained battery will rapidly become "sulphated" and lose much of its capacity. Some sulfated batteries, depending on the size and degree of sulfation, can be partly recovered by applying one or two amps for 48 to 120 hours.

Batteries naturally self discharge. When in storage, maintain a state of charge with a float charger or by recharging at least every two months to reduce lead sulfation.

Using pulse chargers and electrolyte additives (other than for replenishment of spilled electrolyte) are very controversial and benefits do not appear to be proven.

Happy charging!
Rob Campbell

Sobering Thoughts:

Lady Astor, aghast at a party, "Mr. Churchill! You're drunk!"
To which Winston replies "And you, Lady Astor, are ugly. As for my condition, it will pass by the morning. You, however, will still be ugly!"

Lady Astor to Winston Churchill: "Sir, if you were my husband, I would poison your drink."
Churchill's reply: "Madam, if you were my wife, I would drink it!"

"Always do sober what you said you'd do drunk. That will teach you to keep your mouth shut" – Ernest Hemmingway

"You're not drunk if you can lie on the floor without holding on" – Dean Martin

"Work is the curse of the Drinking Classes" – Oscar Wilde

"When I read about the evils of drinking, I gave up reading" – Hennie Youngman

"Bart, a woman is like a beer. They look good, they smell good, and you'd step over your own mother just to get one!" - Homer Simpson

Old Late-Breaking News:

Following the approval of Viagra by the UK's health authorities, the first shipment arrived yesterday at Heathrow airport, but was hijacked on the way to the depot.

Scotland Yard has warned the public to be on the lookout for a gang of hardened criminals.

Bird of Time Contest Results Summary:

One design Contest 2000

Bird of Time	1	2	3	4	5	Best 3 Scores
Name						
Keith Armstrong	684	898	565		874	2456
Bob Batt	554	569	0		642	1765
Bud Wallace	930	442	223		0	1595
Ken Lockwood	0	0	676		636	1312
Dick Colley	726	568	0		0	1294
Werner Hildesheim	0	0	468		657	1125
Derek Hartwell	516	0	0		583	1099
Zivko Rizoniko	0	800	223		0	1023
Fred Freeman	0	842	0		0	842
Cliff English	0	0	164		320	484
Juri Vosu	362	0	0		0	362

Normalized Scoring:

It was suggested that we normalized scoring in contests that are carried out over several weeks, such as our "One-Design." It was suggested by Zivko that we should be normalizing each of the contests as a means to make the contests more equal or fair given the varying weather conditions for each of the contest days. As an exercise the 2000 one design contest was normalized to show the results. There wasn't much difference, as was expressed by Stan Shaw at the time of the discussion. However, keep in mind that this is a very small sampling when you consider that there weren't very many contest days in which most of the contestants scored other than 0. One also must keep in mind that the contest is designed to promote more members to join in and to help members to improve their flying capabilities through entering a very low key contest where every one fly's the same model design so there is no advantage from having an expensive ship.

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

- We publish for free!

For Sale: Want Ads: Personals

For SALE!

- 1 - Multiplex Combi 80 Radio c/w 2 servos _____ \$75.00
- 1 - Viking (Old Timer) for 05Geared _____ \$50.00
- 1 - Electric Elf 48", 05Geared _____ \$75.00
- 1 - Plank Flying Wing 60" Sloper _____ \$20.00
- 1 - Genesis Flying Wing 60" Sloper Sold
- 1 - Zip Glider 56" AE, EL, R _____ \$45.00

Contact: Doug Wilkins (905)-679-4973

For SALE!

- 1 - Red Rubber Hi-Start, NIB, suitable for large planes

Contact: Fred Freeman (905)-525-6509



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For SALE:

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The Southern Ontario Glider Group is a chartered club of MAAC

2000 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 2001

2001 Calendar of Events

- Apr 15 Membership Meeting Rockton Library, 2.00pm
- Contest dates to be confirmed
- May 9 One Design CD Zivko Rizoniko/Cliff English
- June 3 Club Day CD Stan Shaw
- June 13 One Design CD Zivko Rizoniko/Cliff English
- June 24 Golden Oldies CD Bud Wallace
- July 11 One Design CD Zivko Rizoniko/Cliff English
- Aug 12 Precision/Duration CD Jack Linghorne/Stan Shaw
- Aug 15 One Design CD Zivko Rizoniko/Cliff English
- Sept 2 Big Bird Bash CD Werner Klebert
- July Bird of Time Postal Contest CD Stan Shaw
- To be held during July
-

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	905-628-8496
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
Jim	Bracegirdle	89-295 Water St.	Guelph	Ont	N1G 2X5	519-821-8506
Dick	Colley	101, Braeheid Avenue	WATERDOWN	Ont	L0R 2H5	905-689-7761
Cliff	English	24, Blackwood Crescent	HAMILTON	Ont	L8S 3H5	905-522-4561
Richard	Fahey	827, Shadeland Ave.,	BURLINGTON	Ont	L7T 2M2	905-637-5469
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, Lloyminn 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, Towne Blvd.,	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
Stan	Shaw	39-383, Edinburgh Rd. S	GUELPH	Ont	N1G 2K7	519-763-7111
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:
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 e-mail:

