
TASK

Official Newsletter of the Southern Ontario Glider Group Inc.

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Flying and other mysteries of life!

Contests have started – except for the Single Design Contest, which has yet to run on a designated day. The Golden Oldies had a good turn out and so did Club Day (Otto Bandman Memorial) with a good deal of skilled flying on days when lift was elusive.

Don't forget to try the slopes! Last July 10th (Single Design Contest Day) the wind at the field was far too strong for flying sailplanes. However its direction was such that the Mohawk Rd (End of Mud St) King's Forest Slope would be open for flying, so Stan Shaw and myself headed over there to give it a try. Stan had a couple of 30 minute flights with two different planes whilst I flew my Mini Starjet Electric (without using the motor). Around lunch time the wind began to moderate a little, so after lunch we returned to the Greens Road flying field to see what conditions were like for regular flying.

We had been preceded by Derek Hartwell and Bob Batt who already had the Hi-start set out and were ready to fly. So we flew! Conditions were better than expected and Derek and I were sucked up in the same great thermal, a very turbulent ride and unfortunately for Derek his Bird of Time swooped into a dive and in the recovery lost a wing. Luckily, Werner Klebert had seen it all happen and had got a good line on the falling wing. So a search party set out into the cornfields and bush, after what appeared to be a fruitless task and about an hour of searching who should re-appear from the cornfield but Werner with the wing tucked underneath his arm. A remarkable recovery!

The outhouse is back – Hamilton city council announces an immediate hedge-watering ban. Many thanks are extended to the Committee for the Re-construction of Weathered Old Outhouses (CR-WOO). This time the facility has been secured to withstand tornadoes, earthquakes and things that go dump in the night.

Winch School – Sign up today! Ask to have your name added to the list of candidates for the 2002 Soggi Winch set-up and Operation seminar.

How to Find Lift School – Sign up today! Ask to have your name added to the list of candidates for the 2002 Soggi Lift Seekers seminar.

Thank you Otakar!

By Bob Hammett

I have a small free-flight sailplane. Those of you who attended our April SOGGI General Meeting may recall seeing it during Show and Tell. It's a Jetco Thermic Trooper, an old time free-flight model that has no radio. It flies in lazy circles with fixed trim.

When I was a kid of 8 years old in London Ontario in 1960, I had a major and urgent need for a model airplane. My Dad was persuaded to take me to the local hobby shop.

Dad had the necessary funds and I didn't. He was an adult, so the adults who ran the store explained the mysteries of model airplanes to him while I listened. Dad had the only construction experience between the two of us, having built a garage for the family auto. So logically he became the builder of our new Jetco Thermic Trooper kit. I was engaged as Engineering Consultant and Test Co-Pilot, and that is how the first Trooper was born.

Balsa wood smells a certain way. There seemed to be a huge number of skinny sticks and some other parts having more exotic shapes. And it had an actual engineering drawing in two views, which I recognized as the airplane seen from two different perspectives ... remarkable! The intended result was to be a huge 30 inches.

Our Trooper (Number One) didn't fly very well for reasons that would probably appear obvious to anyone reading this. To us though, when things went wrong the cause was a complete mystery. When something went right, that was mostly a mystery too. We had some spectacular crashes, and just a glimpse of the possibilities of flight.

When I reached the ripe old age of eleven, I built my own Thermic Trooper (Number Two) complete with tissue-covered fin. Towing was now achieved with a fishing rod, complete with reel and brake. My Dad watched from a safe distance, now that I could do it myself. The flying results were perhaps marginally better, probably due to sheer repetition. Fix, crunch, fix, crunch.

Last year, my Dad died. It was a long process, and on my part it involved revisiting some shared experiences. I suppose the search for Thermic Trooper Number Three came about partly through that process.

Jetco, the maker of the Trooper kit, has been out of business for about 3 decades. Unlike a hundred other old time models, this one has not yet been re-issued as a reproduction plan or kit. However, this was no problem. My wish was presented on the web, to the international Brotherhood of the Free Flight Mailing List. One Eric Strengell, who flies at Lost Hills California, took time out of *his* busy day to reproduce and mail to me a set of plans. Thank you Eric.

One problem with free-flights is that sometimes they fly away and don't come back. In case Trooper Number Three flew too well, I added a fuse-activated de-thermalizer to prevent it from escaping the field.

A fuse of just the right length, would be timed to burn through a rubber band, to deploy a control surface. One could visualize the perfect launch, followed by a perfect flight, culminating in a controlled descent at the exact edge of the field. "Where did you learn to cut the fuse so perfectly?" they would ask me each time, in total astonishment. "Anyone can do that with just a little practice", I'd reply modestly.

Anyway, back to reality. Speaking of de-thermalizer fuses, did you know that you have to light the damn things?

Which brings me to Otakar. There we were at Schouten's Sod Farm, on June 3. Me and Otakar. Otakar and me. Watching Trooper Number Three climbing. Climbing. Climbing. Getting smaller and smaller. And he asked me again. "You didn't light the fuse?"

"No," says I, "On a cool day like this, there are no thermals. Why light the fuse?" It's great to be an advanced meteorologist as well as a great aviator. Climbing, climbing.

One thing I like about Otakar is that he is experienced. He has been In The Swamp with me before. Like the time a couple of years ago at Beverley when I parked an R/C ship in a mild thermal, while I ran back to the car to rummage around for my hat. When I returned seconds later to fly it some more, there it was GONE. How unfair! Imagine my outrage! So there we were, Otakar and I slogging through the Beverley swamp looking for my lost airplane.

Anyway, back to the events of June 3. Otakar and I chased the Trooper. We eventually split up. Otakar went back to get his car while I continued the pursuit on foot towards the northwest horizon. He caught up to me, and drove

us to where I estimated I had made my final sighting. Then he got out of his car, walked over and picked up the Trooper. Did I mention that he's efficient as well? Why waste time, I say.

Anyway, I'd like to thank Otakar for his patience and moral support in my latest time of crisis.

Incidentally, he puts me in mind of many other club members who give generously of their time and talent, whether it's helping other members at the field, serving as Club Officers, Contest Directors, Newsletter Editors, or moving gravel. It makes SOGGI a great organization to belong to. So hug a volunteer today.

Golden Oldies:

June 23rd, 2002 by Cliff English

Site: Soggi Field #1 - 2 winches, 2 landing tapes 25' Weather: Hot, humid, Winds W-SW 15-20k

Task: 15 mins. cumulative, 7 min max flight, landing points 25 in/out 0, 1 pop-off/round

15 pilots showed up for the contest, including Marty Timm from the Clarence, NY Glider Club. This looked like last years Bird of Time contest with no less than 6 BOT aloft.

Gerry Fritz returned to contest flying but decided not to fly when the range check was not OK.

Round 1:

Lift was elusive, hill rollers fool all

Round 2:

Keith finds lift beyond the hill rollers – maxes out

With the winds getting stronger at noon there were no high scores on the last round.

Round 3:

Mike Thomas had a good score going until he landed on the wrong side of the hedge in the cornfield.

Keith Armstrong had the best single round with 7.04 minutes.

Bud Wallace had a good 2nd flight of 6.06 minutes.

The winners were awarded plaques:

First	Keith Armstrong	839 Points.
Second	Stan Shaw	822 Points.
Third	Marty Timm	736 Points.

The Sportsman award was won by Derek Hartwell 641 Points.

With no lost or damaged planes a good day was had by all. Thanks to Stan and Werner for setting up and operating the winches.

Marty Timm extended an invitation to visit the Clarence Club for a F1.5J day and left some copies of the club newsletter.

Name:	Plane	Channel	round1	ldg	round 2	ldg	round 3	ldg	total pts
Keith Armstrong	Gemini	20	255	0	416	0	143	25	839
Stan Shaw	Cumic	50	258	25	237	25	277	0	822
Marty Timm	BOT	34	189	0	289	0	258	0	736
Bud Wallace	BOT	44	219	0	366	0	150	0	735
Werner Klebert	Swiftly	18	313	25	179	0	117	0	634
Derek Hartwell	BOT	11	161	0	246	0	169	25	601
Kurt Fritz	Sagitta	24	135	0	129	0	275	25	564
Cliff English	OLY II	57	0	0	346	0	205	0	551
Mike Thomas	Sagitta	16	237	25	248	0	0	0	510
Jack Linghorne	BOT	?	145	0	141	0	213	0	499
Ken Lockwood	Sagitta	32	188	0	119	0	125	0	432
Bob Batt	Spirit	43	117	0	125	0	160	0	402
Juri Vosu	BOT	22	126	0	120	0	114	25	385
Dick Colley	OLY II	42	136	0	62	0	168	0	366
Gerry Fritz	?	?	0	0	0	0	0	0 0	

Otto Bandman Memorial Club Fun-Fly Report

July 14, 2002

by Stan Shaw C.D.

Mother Nature decided to have the sunshine brightly this day with a light warm southwest wind that at times changed ninety degrees as the thermals came through! With two winches set up along with a hi-start, fourteen pilots were challenged to find three ten minute precision-duration flights. To make things more relaxed no landing points were required; one pop-off per round was allowed. This would become a critical factor later in the event. You had one minute to land before getting a zero score. A penalty of one point per second over ten minutes was deducted. Landings had to be on the field. Frequency conflicts were few so the flight order proceeded smoothly.

Mike Thomas was the first flyer to record a ten-minute max. early in the first round. Both the Sportsman and Expert flyer were finding it difficult to find good air. Would you believe the average flight time was three minutes in the first round other than Mike's max?

In the second round, Jack Linghorne managed to get an eight and half-minute flight and Keith Armstrong was the second to get a max. The average flight times climbed to three and half minutes! The variable winds would occasionally generate a huge dust devil on the far side of the field. How frustrating to see the thermal move out with out anyone in the sky to challenge it.

At the lunch break Mike Thomas raised the idea of a man-on-man fly-off between the top two flyers. At the time, Keith Armstrong was only one hundred and thirty points away from Mike. They agreed to a fly-off in the third round.

With timers ready, Mike and Keith launched their models together only to have a strong cross wind force them to pop-off together! They landed safely and prepared to launch again. They hooked up the lines and on the signal they launched together. Would you believe they both popped off again? Never have I seen this happen at any event. Mike made 1:02 and Keith 1:07 for their third flight. What a climax! This left the event open to the others. Looks like we better stick to the regular flight order in the future.

With a good launch Werner caught a big thermal with his Sailaire and maxed out for the club win. Mike Thomas took second in expert and Keith Armstrong third place. It was a real pleasure to have Rose Bandman be on hand to present the Otto Bandman Memorial plaque to Werner for this year's win. This was the thirteenth annual fun-fly held by SOGGI in honour of Otto. Congratulations to the winners. Jack Linghorne was first in Sportsman, flying a BOT. Second was Kevin Intini, flying a Gentle Lady and third was Werner Hildesheim with his BOT.

A footnote: After the event was over, Kevin Intini decided to have one more flight before the winches were taken in. Werner Klebert launched him and wouldn't you know it, he went on to fly for over thirty minutes in beautiful thermals at the south end of the field. Congratulations Kevin on winning your first trophy this year. If you keep up that kind of flying you will be giving us old-timers a good run for the money!

All in all, another successful SOGGI event thanks to a good showing from our members, but if your like the author, here's hoping for more gentle, caressing thermals rather than the fickle ones we had to endure on this particular day. Mother Nature you sure had the last laugh!



Club Day Results:

Name:	Plane	round1	round 2	round 3	total pts
Werner Klebert	Sailaire	238	237	594	1069
Mike Thomas	Grifter	599	256	67	922
Jack Linghorne	BOT	183	509	159	851
Keith Armstrong	OLY II	155	586	63	804
Stan Shaw	OLY II	311	179	262	752
Kevin Intini	Gentle Lady	149	182	358	689
Bud Wallace	Sailaire	174	196	275	645
Dick Colley	OLY II	180	206	151	537
Ken Lockwood	BOT	102	314	74	490
Bob Hammett	Legend	111	147	224	482
Werner Hildesheim	OLY II	140	99	221	460
Cliff English	OLY II	127	150	167	444
Juri Vosu	BOT	124	108	89	321

If I were reincarnated, I'd want to come back a buzzard.
 Nothing hates him or envies him or wants him or needs him.
 He is never bothered or in danger, and he can eat anything.

— William Faulkner. Interview in 'Writers at Work' (First Series, ed. by Malcolm Cowley, 1958).

Never stop being a kid. Never stop feeling and seeing and being excited with great things like air and engines and sounds of sunlight within you. Wear your little mask if you must to protect you from the world but if you let that kid disappear you are grown up and you are dead.

— Richard Bach, 'Nothing by Chance,' 1963.

**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:

I have a Kadet LT 40 with rudder, elevator, and aileron servos. It also includes a four-cell battery for the receiver, 18-cell battery for the motor, a cobalt 40(g geared). There is no speed control, or receiver. Asking 225.00.

I also have a Cloud Dancer 60, With rudder, Elevator, and Aileron servos. It also has a 25 Cobalt (geared) with 4-cell battery. It also needs a speed control, and receiver. Best offer.

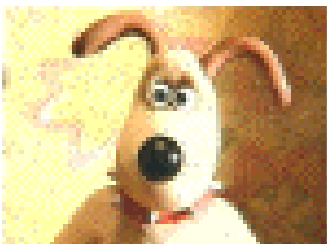
I also have FW 190 with 4 servos, 1 receiver battery pack, and a cobalt 15 (geared). Best offer.

1 Klingberg Flying Wing with a JR radio, X347 receiver, batteries, Leisure 50 (Geared), 7-cell battery, and 2 servos. Minor damage. Best offer.

I can be contacted at either: (519)- 658-9495
Albert.Fundk@sympatico.ca

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Deadline for July Issue of Task: June 22nd 2002

2002 Calendar of Events

- 2002
- **Contest Dates:**
- Aug 11 2-Metre Contest CD Werner Klebert
- Aug 21 Oly II Contest CD Bud Wallace/Cliff English
- Sep 1 Big Bird Bash CD Werner Klebert
- Sep 11 Oly II Contest CD Bud Wallace/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
Josef	Banial	5248, Alicante Street	MISSISSAUGA	Ont	L5V 1S9	905-567-3925
Robert	Batt	612, Blue Forrest Hill	Burlington	Ont	L7L 4H3	905-632-8790
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
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
Kevin	Intini	16, Blackwood Cres.,	HAMILTON	Ont	L8S 3H5	905-546-5307
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
Bryn	Rennie	22/1255 Upper Gage Avenue	HAMILTON	Ont	L8W 3C7	905-385-3365
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
Stephen	Threlkeld	89, South Oval	HAMILTON	Ont	L8S 1P9	905-526-9031
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:

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