
TASK

Official Newsletter of the Southern Ontario Glider Group Inc.

Volume 18 Issue 5

December 2002



Inside This Issue:

- Theory of Relativity (Space-Time Continuum)
- Contest Proposals
- Membership List
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Flying and other mysteries of the Winter Building Season!

My Uncle Albert had a theory that space was warped and that, by reductio ab absurdo, it followed that time was non-linear.

This theory came to him one day as he was watching the deviously complex activities of the local Societe Ornothologique of Geriatric Geizers Ingeneuse (SOGGI) as they were engaged in one of their early single design contests for the new-fangled heavier than air-arsy (RC) sailplanes.

The theory was based on two critical observations:

Firstly, that the "space" that surrounded the landing circle influenced the glide path of an approaching sailplane and that the statistically highest outcome was a landing outside the defined zone.

Secondly, that the scale of time during the approach was affected by the distorsion of the space continuum, seconds turned into minutes and that the closer the sailplane approached the landing circle the higher probability existed that the time distortion would be unstable and unpredictable.

A secondary phenomena to this study was that it was observed that the pilots engaged in the landing activity were also seen to age visibly, with their hair turning grey. (Usually this only happened once – a stage often referred to as Grey's Allergy).

Speaking of the non-linear time scale, it seems a very short time from the spring days of the Graval Spreading Chain Gang, the lousy early spring weather, to the highly successful Big Bird Bash at the end of the season .

Now, we have the R & R, and plans for the new Speed 400, and all the other fun things of the Winter. An old plane restored to former glory, a new kit completed, converted, converted to cash, plans to copy, plans to draw, plans to relax. Don't forget to do your pre-flight check, especially before the annual Frozen Finger Fly scheduled for Jan 1st next year – Location TBA (how about Tahiti?)

An F5J Style Limited Motor Run Glider Competition for "400" Sailplane Class

Proposed rules by Stan Shaw, Jack Linghorne and Bud Wallace

Since SOGGI has approved a motion by Jack Linghorne and seconded by Cliff English to hold an F5J Style contest on May 11,2003 it seems appropriate to describe the basic requirements for the model design.



The Rules Committee

Specifically only **400** sized ferrite motors (Mabuchi RS 380 type) will be permitted, and the battery pack is limited to a maximum of **8** cells. Nickel Cadmium cells only with maximum size being **700** ma. capacity. The model may use any suitable gearbox and propeller for a six volt Speed 400 motor or use a direct drive system. The speed controller must have an electronic brake and may use a BEC.

The motor run time will be a maximum of sixty seconds.

The model shall have a maximum span of 72 inches and no more than 450 square inches of wing area. Any number of control functions may be used: however, the lighter system of Rudder, Elevator and Motor Control is preferred.

The CD will perform pre-flight Inspections. This is to ensure that the airplanes are in compliance.

Flight Task:

The flight task will be a 10-minute duration and landing points. The launch Master will start the time for the flight group, signal the "Motor-off" and signal the end of the flight duration at 10 minutes. The task will be flown "Man-on-Man" in flight groups of three or four depending on the number of flyers and frequency conflicts. Other rules are as follows:

1. The motor may be started and stopped anytime within the "motor run" window.
2. In all rounds, the motor run time is included in the total target time. All timers will start their watches upon a signal from the Launch Master and each timer will stop their watch as the plane ceases forward motion.
3. One point awarded per each second of flight, up to the target time.
4. Any motor running after the "motor-off" signal will result in a zero flight and landing score for that flight.
5. Any model still in motion after the target time will receive an automatic 50-point penalty.
6. Any model still in motion over 1 minute past the target time will receive a zero score for the flight and landing.
7. Timing stops when forward motion of the model ceases. Touch and goes will not stop the clock.
8. Landing outside the field boundaries or contacting any person during the flight will result in a zero score for that round. Landings in the circle receive 50 points.
9. Planes must be right side up, in flyable condition with NO parts shed to receive landing points. Landing points are scored to the nose of the model not prop blades.
10. The timer will monitor motor runs, flight times and landing scores.

It is hoped that members will consider building one of the following models that are designed for Speed 400 systems:

1. Mini-Challenger available from Spirit of Yesteryear.
2. Back-o-Basics S400 by Leon Kincaid published in Sept.2000, SE Modeler
3. Sundancer 60 Plan SF01 by George Stringwell Website: <http://www.stringwell.freemove.co.uk/catalog>.
Lots of information on Speed 400's.

See next page for some ideas...

VOYAGER

- Beautiful epoxy fuselage & separate canopy or built up balsa
- Feather cut foam core wings
- Precision cut balsa & ply parts
- Full size plans & instructions



S&H - \$10.99

The VOYAGER is a high performance thermal electric sailplane. Using a speed 400 6 volt motor, BEC motor controller and a 7 cell 600AE battery pack, you will go from zero to 300 feet in about 30 seconds and have flight times as long as 20 minutes off the battery pack alone. Above all, the VOYAGER thermals like a hand launch glider. Requires a three channel radio and mini servos.

SPECIFICATIONS

- Wing Span - 60"
Wing Area - 370 sq.in.
Wing loading - 9 oz./ sq. ft.
Ready weight - 19 - 24oz.
Airfoil - SD 7037
Motor - 6 volt Speed 400
BEC Motor control - 11-15 amp
Battery Pack - 7 cell 600AE
- Epoxy Fuselage #10119
Sug. \$109.99 Our. \$99.99
Built Up #10118
Sug. \$79.99 Our.\$69.99

- VOYAGER Pro 400
- Beautiful epoxy fuselage & separate canopy
- Feather cut foam core wings
- Precision cut balsa & ply parts
- Full size plans & instructions
- SPECIFICATIONS
- Wing Span - 60"
Wing Area - 370 sq.in.
Wing loading - 9 oz./ sq. ft.
Ready weight - 19 - 24oz.
Airfoils- RG15, RG14, SD7003
Motor - 6 volt Speed 400
BEC Motor control - 11-15 amp
Battery Pack - 7 cell 600AE



Epoxy Fiberglass Fuselage #10136

Sug. \$109.99 **Our. \$99.99**

S&H - \$10.99

- The VOYAGER is a high performance thermal electric sailplane. Using a speed 400 6 volt motor, BEC motor controller and a 7 cell 600AE battery pack, you will go from zero to 300 feet in about 30 seconds and have flight times as long as 20 minutes off the battery pack alone. Above all, the VOYAGER thermals like a hand launch glider. Requires a three channel radio and mini servos.

ODYSSEY

- Beautiful epoxy fuselage & separate canopy or built up balsa
- Feather cut foam core wings
- Precision cut balsa & ply parts
- Full size plans & instructions
- SPECIFICATIONS
- Wing Span - 60"
- Wing Area - 370 sq.in.
- Wing loading - 8 - 9 oz./ sq. ft.
- Ready weight - 22 - 24 oz.
- Airfoil - SD 7037
- Motor - 6 volt Speed 400
- BEC Motor control - 11-15 amp
- Battery Pack - 7 cell 500AR
- The ODYSSEY is the latest in design for speed 400 thermal electric. As a flat wing aileron V-tail, you will find that the ODYSSEY is much more versatile than your standard polyhedral designs. The ODYSSEY covers more ground faster, rides thermals smoother, and responds faster to your commands. So if more performance is what you are looking for, try the ODYSSEY.

**Winter Check Up**

By Stan Shaw

Well, it's that time of year again, going on January, February...for most of us, that means getting over Christmas and putting up with the miserable weather. It probably means not doing much flying other than indoor, but either building or renovating our models for the coming season. So, now is a good time to check out our equipment in anticipation of the coming spring. When is the last time you took the time to give everything a complete check on your favourite model. Now really when was the last time you did this?

Let's start with your favourite model, the one that gets flown most of the time. It is very likely dirty and needs a wash job. My favourite cleaning agents are rubbing alcohol and Pledge, so that's what I use to remove the dust, grass stains and dirt. Once it is nice and clean on the outside, I will remove the battery and receiver, looking for any dirt or grass that got inside the nose; shake it out!

Once the battery pack is removed, the wiring is checked carefully to determine whether or not there are any cracks in the wiring or the installation. Check the wiring very carefully to identify any broken strands requiring repair or replacement. Next the on/off switch is inspected; after that the servo leads. It might be an idea to check the resistance of the switch if it is quite old. Once satisfied that the wiring is in tip top shape, the battery pack should be cycled once or twice to verify the capacity. If the battery fails to give more than 66% of its rated capacity and it is more than three years old, then a new battery should be installed for peace of mind! Satisfied everything so far is OK, the battery pack and receiver are installed in the model with care. Any nose weights removed with the battery are reinstalled or you what may happen!

Checking out the condition of the servos is next. Using the index finger, ever so gently, see if you can move the servo arm. Do you feel or detect any movement in the gear train, or the output shaft? If you detect any movement, it requires repair or replacement. You can undertake to repair the servo yourself, if you do not feel confident about it then call your local dealer or Jack Frances, Dundas, Ontario (905) 627-0392 for a nominal repair fee.

So far, so good; Again using your index finger, place it on the trailing edge of the elevator and try to move it up and down. Is there any movement? Is it caused by a worn out control horn? Push rod flexing? Are there loose hinges? Any trouble spot should be repaired. Repeat these steps for the rudder, ailerons, flaps and/or spoilers. The things that are being looked at do wear out! Things like servos, wiring, control horns, push rods and hinges. Once the repairs are made you can relax and get back to building that new ship! Otherwise, if there are other planes in your fleet, then they require the same tender loving care and inspection as well.

Don't forget the tool box. It likely needs to be cleaned out no doubt! It pays to check for extra tubes of five minute epoxy, bottles of CA, or extra tools. It sure lightens the load when are returned to their proper owner, and it could help you keep a friend happy.

Hope you had a happy holiday season and a great New Year! Maybe you did all this stuff already and got out to fly on New Year's Day!

The Bird is *Dead*

A woman brought a very limp parrot into a vet. As she lay her pet on the table, the vet pulled out his stethoscope and listened the bird's chest. After a moment or two, the vet shook his head sadly and said, "I'm so sorry, Polly has passed away".

The distressed owner wailed, "Are you sure? I mean, you haven't done any testing on him or anything. He might just be in a coma or something?"

The vet rolled his eyes, shrugged, turned and left the room returning a few moments later with a beautiful black Labrador. As the bird's owner looked on in amazement, the dog stood on his hind legs, put his front paws on the examination table and sniffed the parrot from top to bottom. He then looked at the vet with sad eyes and shook his head.

The vet patted the dog and took it out but returned a few moments later with a cat! The cat jumped up and also sniffed delicately at the bird. The cat sat back, shook its head, meowed and ran out of the room.

The vet looked at the woman and said, "I'm sorry; but like I said, your parrot is most definitely 100% certifiably ... dead."

He then turned to his computer terminal, hit a few keys and produced a bill which he handed to the woman. The parrot's owner, still in shock, took the bill. "\$150!" she cried. "\$150 just to tell me my bird is dead?!"

The vet shrugged. "If you'd taken my word for it the bill would only have been \$20 for the office visit, but...what with the Lab Report and the Cat Scan..."

MINUTES OF SOGGI MEETING OCT. 06, 2002

The meeting was called to order by Bud Wallace at 2.05 P.M. There were 18 members present. Minutes of the April 10 meeting were read by Cliff English

Motion to accept Minutes as read Keith Armstrong. Seconded by Derek Hartwell..

Field:

For the 2003 season two fields will be registered with MAAC: Schoutens Sod Farm and the Fletcher Road field.

New Business:

Stan Shaw thanked the contest directors for running the events in 2002.

Stan Shaw suggested the club purchase a high start. This would be a new improved long lasting rubber costing about \$150.00.

Motion to purchase a high start Stu Watson seconded Keith Armstrong. All were in favor. The high start would be kept in Ben Schoutens barn.

Werner Klebert said he would talk to Rob Intini about reimbursing him for the score card holders. Either pay for the cost or give Kevin a gift certificate to a hobby store. It was suggested that the score cards and holders be kept in Ben Schoutens barn.

Elections:

Nomination forms were distributed for next years executive. Derek Hartwell said he is stepping down as treasurer.

Contests:

Keith Armstrong was presented with a plaque for winning the One Design Olympic II contest.

Stan Shaw suggested that medallions and cash be given as prizes. Medallions can be purchased from MAAC.

The Big Bird contest prizes would be trophies. The One Design Contest would be a trophy.

A motion that the Olympic II be used for the One Design Contest for 2003. Motion Albert Fund Seconded Werner Hildesheim. Motion carried all in favor.

The One Design Contests will be held on Saturdays in 2003, This is to allow all members to compete. It was suggested that rain dates for the Olly II be Incorporated into the Club Day and the Golden Oldies contests. Using the same format for the three contests.

The Olympic II kit can be purchased from
Sky Bench Aerotech
9218 Thunder Hill Pl.
Fort Wayne IND. 46804
U.S.A.
Website www.skybench.com
Phone (260) 434-1322

Bud Wallace suggested an electric contest. To be discussed at the next meeting.

Keith Armstrong questioned why no high starts were used in the Big Bird Bash. This decision was up to the C.D.

Winches:

Stan Shaw said he might have a buyer for a winch. The value of the winch is \$100.00 to \$150.00. Stan Shaw made a motion to sell one of the clubs winches. Seconded by Cliff English. Stan said he would pick the winch to be sold from Schoutens barn. Werner Klebert said he will pick up the other winch and store it for the winter.

Dick Colley said Peter Ashton would donate his winch to the club.

Stan Shaw and Werner Klebert said they would run a winch school next year.

SHOW AND TELL:

Peter Ashton is selling his planes and a winch. Dick Colley brought two of Peter Ashtons planes to the meeting Along with a flyer listing all of Peters planes. Some of the proceeds from any sale could go to the club.

As Peter just wants to get the planes off his hands.

Motion to adjourn Keith Armstrong seconded by Derek Hartwell

Meeting closed at 3.35 P.M.

MINUTES OF SOGGI MEETING NOV. 10, 2002

The meeting was called to order by Bud Wallace at 2.00 P.M. There were 17 members present and 2 guests.

Minutes of the October 6 meeting were read by Stan Shaw.

Motion to accept Minutes as read Doug Wilkins seconded by Derek Hartwell..

Business arising from the minutes:

Stan Shaw has ordered a high start from the USA. The cost is \$158.00 Canadian. It was suggested that Mono filament 25 pound test line be purchased. There will be two lengths of line 300 feet each using large fishing swivels to connect them. A reel will be purchased from Canadian Tire. It was suggested that the rubber be stored in a pail and the mono line be kept on a reel.

A motion to reimburse Stan for any extra cost by Keith Armstrong. Seconded by Bud Wallace All were in favor. Motion passed.

Rob Intini was contacted about reimbursement for the score card holders he and Kevin made up for contests. Rob said the holders were a donation to the club for all the help Kevin had been given while getting his wings.

New Business:

Again this year a gift certificate for a restaurant valued at \$100.00 will be given to Ben Schouten and fruit baskets will be sent to the McNally's on Fletcher Road and Hamilton Sod. This was approved by all.

Toledo Hobby Show 2003.

Bob Hammett said there will be a bus trip to the Toledo Hobby Show in April 2003. This is a one day trip leaving Kitchener at 6.00 AM and arriving back in Kitchener at 11.00 PM . Bob quoted a price of \$40.00 .

Werner Klebert is making a new Otto Banerman plaque for Club Day along with four smaller plaques as prizes.

By a show of hands Werner was given a \$50.00 expenditure for the plaques. Stan Shaw invited Jullian Sarbion and Randall Thomas from AXXENT signs. They do custom graphics for logos and decals.

Werner Klebert asked about a sign for club contests which would help in finding the glider field. This would be posted at a crossroad on the day of the event.

Jullian said he would give the club and its members a discount when ordering.

Axxent Signs
1578 Finfar Court Unit 1
Mississauga, Ont.
L5J 4K1
E-Mail www.axxentsigns.com

Club Business:

Stan Shaw talked about how to get new members in the club. One way was to reduce membership fees and discontinue the initiation fee.

A motion to reduce SOGGI fees to \$30.00 by Werner Klebert Seconded by Doug Wilkins Motion passed all were in favor.

A motion to discontinue the initiation fee by Bud Wallace seconded by Bill Woodward

After a lengthy discussion the motion was with-drawn by Bud Wallace seconded by Derek Hartwell.

As Derek Hartwell is stepping down as treasurer he wanted to know if the elections could be delayed until Feb. 2003. This was allow him time to balance the books and collect dues for 2003. Bill Woodward pointed out that the constitution states elections must take place in Dec. of each year. As this would involve changing the constitution it was agreed to hold the elections in Dec. But the new executive would not take effect until Feb. 2003.

Derek suggested that a cutoff date be set for paying dues. After a discussion it was decided not to implement the cut off date.

Derek said he would look into transferring the clubs bank account to a bank near the new treasures home.

At the next meeting the setting up of a reserve fund will be discussed.

Elections:

Nominations for the year 2003.

President	Stan Shaw nominated by Werner Klebert seconded by Keith Armstrong Stan accepted
Vice President	Werner Klebert nominated by Keith Armstrong seconded by Bill Woodward Werner accepted
Secretary	Cliff English nominated by Keith Armstrong seconded by Jack Linghorne Cliff accepted
Treasurer	Keith Armstrong nominated by Jack Linghorne seconded by Werner Klebert Keith accepted
Editor	Dick Colley nominated by Keith Armstrong seconded by Bud Wallace Dick accepted

As only one person was nominated for each position and all accepted the above will be the executive for 2003. The Executive will be officially installed at the Dec. meeting.

Contests:

Jack Linghorne and Bud Wallace asked about a contest for 2-meter electrics.

Contest requirements any 2-meter electric sail plane with a speed 400 motor a 4 to 1 gearbox and 8 cells. Drawing at 8 to 10 amps.

Suggested 45 second climb time and then free flight. The Mini Challenger is a good example to be used in this contest.

Jack Linghorne suggested a speed 400 motor with an in line 4 to 1 gear box tuning an 11/8 folding prop. Powered by 2 sets of 4 batteries. This would allow you to charge the batteries at the field. Jack said the 8 cells would give lots of power.

Total weight of the Mini Challenger 18 to 22 ounces.

This would be a closed contest club members only. Contest to be held Sun. May 11, 2003.

Motion to hold a 2-Meter Electric Contest Jack Linghorne seconded Cliff English.

Motion carried all in favor.

SHOW AND TELL:

Buds Wallace had his electric Mini Challenger. Bud said the Mini Challenger should have one and a half degrees of incidence on the wing. The plans show zero degrees.

Motion to adjourn Bill Woodward seconded by Derek Hartwell

Meeting closed at 3.35 P.M.

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

- We publish for free!

"The best thing about the future is that it only comes one day at a time."

- Abraham Lincoln

Flavor spaghetti.

Add one-quarter to one-half teaspoon of instant Maxwell House coffee to spaghetti sauce. Coffee gives store-bought spaghetti sauce brown colouring and a less acidic flavor.

The Green Midget Cafe, created by Monty Python's Flying Circus, serves:

"egg and SPAM;

egg, bacon and SPAM;

egg, bacon, sausage and SPAM;

SPAM, bacon, sausage and SPAM;

SPAM, egg, SPAM, SPAM, bacon and SPAM;

SPAM, SPAM, SPAM, egg and SPAM;

SPAM, SPAM, SPAM, SPAM, SPAM, SPAM, baked beans, SPAM, SPAM, SPAM, and SPAM;

Or

lobster thermidor aux crevettes with a mornay sauce garnished with truffle paté, brandy and a fried egg on top and SPAM."

Little Johnny asked his grandpa how old he was. Grandpa answered, "39 and holding." Johnny thought for a moment, and then said, "And how old would you be if you let go?"

During my brother's wedding, my mother managed to keep from crying until she glanced at my grandparents. My grandmother had reached over to my grandfather's wheelchair and gently touched his hand. That was all it took to start my mother's tears flowing. After the wedding, Mom went over to my grandmother and told her how that tender gesture triggered her outburst.

"Well, I'm sorry to ruin your moment," Grandmother replied, "but I was just checking to see if he was still alive."

Subject: Re: Age is Only A Number

An 80-year-old man went to the doctor for a check-up and the doctor was amazed at what good shape the guy was in. The doctor asked, "To what do you attribute your good health?"

The old timer said, "I'm a turkey hunter and that's why I'm in such good shape. I'm up well before daylight and out chasing turkeys up and down the mountains."

The doctor said, "Well, I'm sure that helps, but there's got to be more to it. How old was your dad when he died?"

The old timer said, "Who said my dad's dead?"

The doctor said, "You mean you're 80 years old and your dad's still alive? How old is he?"

The old timer said, "He's 100 yrs old. In fact, he hunted turkey with me this morning, and that's why he's still alive...he's a turkey hunter."

The doctor said, "Well, that's great, but I'm sure there's more to it. How about your dad's dad? How old was he when he died?"

The old timer said, "Who said my grandpa's dead?"

The doctor said, "You mean you're 80 years old and your grandfather's still living?! How old is he?"

The old timer said, "He's 118 yrs old."

The doctor was getting frustrated at this point and said, "I guess he went turkey hunting with you this morning too?"

The old timer said, "No...Grandpa couldn't go this morning because he got married."

The doctor said in amazement, "Got married!! Why would a 118-year-old guy want to get married?"

The old timer said, "Who said he wanted to?"

For Sale: Want Ads: Personals

FOR SALE: (check with Albert – some items may already be sold)

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.Fund@sympatico.ca

For Sale:

Sailplane – SPIRIT Good condition, little flown. With servos – needs battery, receiver etc.
Sailplane Kit – RISER, partly built – needs finishing
Hi-Start
Heat Gun, Sealing Irons

For more details contact: Stephen Threlkeld Phone: 905-526-9031

The Sunday School teacher asked, "Now, Johnny, tell me, do you say prayers before eating?"
"No sir," he replied, "We don't have to. My mom is a good cook!"

This could be your add here!

Lowest Rates in Town



**Country
Hobby**
SUPPLIES

home of the venomous
Rattennake
SPEEDWAY

R. BANDMANN
R.R.1 DUNDAS, ONTARIO, CANADA L9H 5E1 (519) 623-2560

The Southern Ontario Glider Group is a chartered club of MAAC

2002 SOGGI Executive

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

Vice President: Stan Shaw 519-763-7111
 39-383, Edinburgh Road,
 Guelph, Ont. N1G 2K7

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 2003

2002/3 Calendar of Events

- 2002
- **Winter Meetings:**
- **Dec 8 Membership Meeting Rockton Library 2:00pm**
- 2003
- **Jan 12 Membership Meeting Rockton Library 2:00pm**
- **Feb 9 Membership Meeting Rockton Library 2:00pm**
- **Mar 9 Membership Meeting Rockton Library 2:00pm**
- **Apr 13 Membership Meeting Rockton Library 2:00pm**
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SOGGI CONTEST DATES

DATE	NAME	CONTEST	PHONE
Sat. May 10	CD Bud Wallace	Olympic II	905-274-3177
Sun May 11	CD Stan Shaw	2-Meter Electric	519-763-7111
Sat. June 14	CD Bud Wallace	Olympic II	905-274-3177
Sun. June 22	CD Stan Shaw	Golden Oldies	519-763-7111
Sat. July 12	CD Bud Wallace	Olympic II	905-274-3177
Sun July 13	CD Stan Shaw	Otto B. Club Day	519-763-7111
Sun. Aug 10	CD Werner Klebert	2 Meter	905-578-9431
Sat. Aug 23	CD Bud Wallace	Olympic II	905-274-3177
Sun. Sept 7	CD Werner Klebert	Big Bird Bash	905-578-9431
Sat Sept. 20	CD Bud Wallace	Olympic II	905-274-3177

Presidential Idea

Federal Aviation Administration
800 Independence Avenue SW
Washington DC 20591

Dear Sirs,

I have a solution for the prevention of hijackings, and at the same time getting our airline industry back on it's feet.

Since al-Qaeda religious fanatics are not allowed to look at naked women, we should replace all of our female flight attendants with strippers. Potential al-Qaeda terrorists would be afraid to get on the planes for fear they would see a naked women, and of course, every businessman in this country would start flying again in hopes of seeing a naked women. We would have no more hijackings and the airline industry would have record sales.

Now why didn't George W. think of this?
Why do I have to do everything myself?

Sincerely,
Bill Clinton

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
Henry	Barclay	215, Brookfield Blvd.	DUNNVILLE	Ont	N1A 2Y3	905-774-3542
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
Gerald	Fritz	19, Pepperwood Cres.	KITCHENER	Ont	N2A 2R4	519-893-7558
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
Rob	Nelson	2078, Brays Lane	OAKVILLE	Ont	L6M 2S6	905-847-2954
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

* Honorary Members

Correction Notice:

NAME:
 ADDRESS:
 CITY/TOWN:
 POSTAL CODE:
 PHONE:
 e-mail:

