
TASK

Official Newsletter of the Southern Ontario Glider Group Inc.

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June 2003



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Test Frights and things that go bump in the Flight!

Situation normal for the start of the flying season - the weather is totally non-cooperative - but never fear the warm days are coming! The picture of the winners in the F5J Speed 400 contest says it all - required dress for the contest held the 1st June was winter coats and long johns. Generally it has been wet, windy - just like other years!

Late breaking news - the Fletcher Road flying site is now available for flying, Werner Klebert has received the required permissions so check the contest schedule for any changes of venue. Also Werner is actively seeking the required approvals for the use of Westover Hill as a slope soaring site - this location has been used in the past and from all accounts is a highly rated site offering an alternate wind direction criteria to other locations available.

[Westover Hill - a classic drumlin.

Drumlins are elongated hills, with streamlined shape. They occur in groups with similar orientation. (The name "drumlin" is Irish - there are thousands of them in that country.) Drumlins are streamlined; they generally have a remarkably symmetrical, oval form. They have been compared to the shape of snowdrifts, and fast swimming fishes. [Charlesworth, 1957]. [*Their profile is comparable to the aerodynamic design of airplane wings.*]

Speed 400 F5J Contest ran one week later than scheduled, see Stan Shaw's report in this newsletter - lots of fun was had by all, so much so that another contest was proposed to be held later in the year - with better weather.

In the last issue of the MAAC Mag was a brief article on a Flight Log program for your trusty computer, available as a free download to MAAC Members - The download and installation is fairly straightforward and the program is very comprehensive - you can be as detailed as you want and record all your equipment and tools, flight data, maintenance data and battery charging. Just don't get trapped into spending more time recording data than flying! Give it a try - you might like it!

- Club's new Hi-start - is stored in the barn - there are two line lengths, and a bucket (bouquet) for the rubber. It passed the "launch my Olly II" test with flying colours - a smooth launch with no sign of any wing-ripping tendencies - the large reel is a boon when winding in for the day. Good luck to all who Sailplane with her!

MotorMouth News:

And the line up for the final of the women's 400 metres hurdles includes three Russians, two East Germans, a Pole, a Swede and a Frenchman - David Coleman (BBC Sports Commentator)

President's Report

June 2003

Have you ever wondered why some modelers always meet with success, while others always seem to have a difficult time? Why is it that some of the flyers can go to the flying field time and time again, with little or no problems, while other flyers are always trying to get into the air, or worse are picking up their models in pieces after a flight?

Why do some, with several years of experience, still have a hard time, while other newcomer's breeze right along with little or no trouble?

Which category do you fall into? What maybe the reason or reasons you are in this category?

The hobby/sport of radio control model aircraft is not a very easy one to enter with a high degree of success. Sure, it's easy to get into the hobby... all you have to do is go to your local hobby shop (sure, no sweat you say!) and pluck down a handful of hundred dollar bills and you can fly! There are lots of ARF's on the market to choose from for sure! Just what kind and on what level of difficulty do you wish to start off is a big decision. Suppose you are fortunate to know a skilled flyer and can get some advice and hands on training at a club field. ... but that is another story.

You can draw a parallel to getting into tennis or golf. All you have to do is buy a tennis racket and a can of balls, and you are ready to play tennis! Well maybe you think you can. Just to carry this a bit further. To play tennis or golf correctly, you also need to get tennis shoes, sweat absorbent socks, tennis shorts, a tennis shirt and a tennis court...and someone to play against or a trainer!

Now suppose that you have all of the right stuff. To really learn to play the game of tennis, you should have instruction to really learn the correct techniques. Instruction is available most places with at least someone to teach you how.... For a fee!

So what has this to do with the skill of flying radio control gliders or powered models. Our sport is still in the "help your neighbor" stage. There are few professionals who will teach you for a fee. You have to sign up with a club for a group rate or if you have the bucks your own private instruction. So what should the beginner do?

First, he or she should seek the advice of a hobby shop that is run by R/C flyers. At a recommended club field, the beginner should look for help from flyers who are successful. Perhaps the nicest guy at the field, and the one most helpful, is also the one who has the hardest time keeping his aircraft in one piece and radio always working. Try patterning yourself after someone else who already is successful. It will be the right strategy in the long run even if it may take more time.

I know what you are saying by now, go buy yourself a flight simulator with all the bells and whistles. You can learn to fly to your heart's content! Whenever you get the urge...if you have the time...learn to fly a glider, a helicopter or an aerobatics beauty like an Ultimate biplane. You can progress at your own speed, ability and to whatever level of skill you wish to achieve. You may even reach the point where you can solo at a club field. I know of a couple of persons who were checked out by a R/C pilot and got their wings after a couple of flights!

Back to our original premise. Just what are the reasons that some flyers are more successful and some are not? To begin with, it is often paying attention to little things and details that spell the difference. For example, electric powered flyers use propellers that are reasonably good when you buy them... reasonably well balanced. The successful flyer will take a few minutes to balance each new prop. It isn't hard and doesn't take much time. An out-of-balance prop can cause lots of problems. If you do not check it out, you just might set up vibrations that can lead to serious problems. Attention to such a detail will mean a safer and smoother running model.

Another example has to do with the radio system. If any time you turn on the radio receiver and transmitter, do you listen and watch if the controls give you the correct results be it a radio range check for the first flight or subsequent flights.

A typical beginner's mistake is not bothering to charge the batteries for every flying session. I've seen it happen more than once. When the flyers are asked, "When was the last time that you charged the batteries?" The answer comes back, "Oh, a week or more ago!"

Don't laugh too hard! It happens and some of us may be guilty of not charging before flying. Consider this fact, the battery drain in flying a sailplane is next to nothing compared to flying a fun-fly electric powered model like a Zagi or Speed 400 model. While you may be using a Battery Eliminator circuit in your electronic speed controller, you still have to be careful not to run out of power by starting out with fully charged batteries. Gliders with RES still have to be charged as well a full house scale glider. Checking battery voltage levels before and after an extensive flying session is paying attention to a little detail that may just save your model from a serious crash or having a short flight!

Let's take a closer look at the successful flyer. They all come prepared. They come prepared to fly, and they come prepared to do some type of work at the field, or make some minor repairs. They always have more than the one prop on the model! The flyers, who come to fly for the day, come with a well-equipped toolbox.

So take the time to set yourself up a proper field box. Then think about what you need in it so that you will be able to overcome most normal problems. Certainly some tools like screwdrivers, small pliers, wrenches, forceps, files, screws, clevis, various tapes and some type of glue like CA or epoxy should be included. Always keep plenty of extra rubber bands if that is the way your wings are attached or extra nylon bolts if it's bolted on the model. A good flying day is hard to find...Why louse it up because you didn't plan ahead.

What other things can you observe about the successful flyer? Does he take care to always see that his transmitter is turned off at the end of each flight, and does he take time to check out all of the other flyers who may be on the same frequency? If he does this, shouldn't you?

Another little something that the successful flyer will do is to keep his model in proper shape by checking it over at the end of each flying session. The model's linkage, servos and power system can be visually inspected for stress cracks or distorted covering that may hide internal damage especially if the model experienced some abuse.

How about the flying aspect that was discussed at the beginning? That bit of advice about seeking help from the successful flyers. Tennis pro teaches you to play tennis as he does. He teaches you to swing the racket and so on. He was probably taught by another tennis pro, and after a long line of teaching, the correct method of hitting the ball is well known. The same goes for flying lessons. Why learn from a flyer who may be one of the worst of the bunch? Learn to fly from a good pilot. So we come to our Wings program that has been developed by experts over the years. Unfortunately, a lot of the time, the more experienced flyers may not want to spend all afternoon teaching a fledgling to fly, and this is certainly understandable because they make the trek to the field to do their own thing. You can't bug the heck out of them, you have to make your way easily. But if a good flyer knows that you need help, and that you are willing to listen and to learn, and have come prepared as best you can to make successful flights, then chances are he or they, will help you. Getting your wings should be a good experience and a successful one if you approach it properly.

After all, this hobby/sport is full of a lot of really great people, people who had to get their start just like you did, and who could remember when they needed help from a successful pilot. Remember, keep your batteries charged, you never know when the weather will be just right for a great day of flying! See you at the field!

West Nile Virus

Well, here's the short version of what to do to avoid contracting the West Nile Virus. Based on last year's incidence of the disease, it appears that SOGGI will be lucky if none of our members are stricken this year. Here's what you can do to protect yourself when you go flying, according to Waterloo Region Public Health. The disease is transmitted to humans by mosquitoes.

- .1) Apply insect repellent
- .2) Wear light coloured clothing, long sleeves and long pants

This advice appears to be of limited effectiveness. One could easily add:

- .3) Don't go into the woods.
- .4) Avoid early morning, and late evening outings

According to recent information that has now become public, West Nile Virus can be a pretty nasty disease and has been more widespread in the Ontario human population than originally reported. Victims exhibit extreme fever and flu-like symptoms. There is no vaccine and no cure other than treatment of symptoms. Most people do recover; some don't.

Sources report that there are ultrasonic devices that are worn on the wrist and reputedly keep mosquitoes at bay. I am skeptical but am investigating, and will advise if I learn anything of practical value.

This year, I will be mixing my bug repellent with sunscreen and rubber lube, to guard against the triple threat of West Nile Virus, the Hole In The Ozone layer, and the Possibility of Entanglement in a Rubber Motor. Also thanks to the rubber lube, no mosquito will be able to effect enough of a grip with his teeth to bite me. Well that's MY plan, what's yours? Please contact me if you wish to purchase my special blend.

Also, as a public service, if you spot a dead bird, call 519-883-2086. Dead birds are a bell weather of the presence of West Nile Virus in the area.

Contributed by Bob Hammett

The F5J Speed 400 Glider Contest Report

Sunday June 1, 2003 C.D. Stan Shaw

Would you believe the weatherman had forecasted winds about 25 km/h NW and a cool sunny day with temperatures to possibly 15 C for the first of June no less! Normal should be 21 C at least. The first call around 8:15 was from Mike Thomas. He wanted to know if the contest was going to be cancelled. I said, "No. Unless those flyers who show up decide not to fly, it will run". So he decided to pass on this one and asked to be notified if another one would be held later on. So I packed the car and picked up Kevin Intini on the way to the field.

Around ten o'clock seven flyers showed up. A good variety of models were assembled and charged up ready to do their best under somewhat less than perfect conditions. There were two "Ascents", one flown by Albert Fund and the other by Dick Colley. Keith Armstrong had an original built-up model sporting a 6:1 gearbox swinging a fifteen-inch prop that provided an excellent climb rate. Hopefully Keith can get the bugs worked out for the next event. Werner Hildesheim's "Mini-Challenger" had an excellent rate of climb as well as a beautiful red and transparent blue covering job. Otakar Koprnicky's "Skeeter" was a very good flyer with a high rate of climb. I flew the "Back to Basics" with the 4:1 gearbox on a 12x7 Robbe prop on eight 600 AE cells drawing 10 amps. It weighed 19.5 oz.

About ten thirty a pilots meeting got the procedures set-up for the group. Kevin was the timekeeper for the ten-minute slot and would signal the start and stop of the one-minute motor run and the end of the ten minutes. He sure could blow a mean whistle! No landing requirement was called for due to the windy conditions. I even gave a thirty-second window (penalty one point per second) so no one would dork their plane on landing. No one even got close to max time.

Round one gave everyone a chance to see what the planes could do in such windy conditions. Kevin Intini as assistant CD got the flying started with two blasts from his whistle.

The best time was 4:13 in round one. Considering that one minute was the motor run you get the picture how short the flights were going to be in the windy conditions. In the second round Otakar managed a 5:14, Stan got a 4:48, Werner got 4:07. After a relaxing lunch break, the group decided to complete three rounds rather than four. This meant that it became a fly-off of sorts between Otakar and Stan, as both had 9:01 total thus far with Werner a strong contender too. Since there was no frequency conflict, the three launched together in the last round. All three models made excellent climb-outs, but by now the higher wind gusts made it even more challenging to stay on the field. The final results are as follows:



1 st . Stan Shaw	823 points
2 nd . Otakar Koprnicky	731 "
3 rd . Werner Hildesheim	621 "
4 th . Ken Lockwood	555 "
5 th . Dick Colley	457 "
6 th . Albert Fund	354 "
7 th . Keith Armstrong	DNF

Keith Armstrong kindly presented the medallions to the winners and thanked everyone for coming out to fly in this contest. After a number of flyers insisted on another contest for Speed 400 glider, the CD graciously agreed to hold another one later in the summer. The official date will be Sunday August 17th with a rain date of Sunday Sept. 17th. So everyone who didn't get to fly in this one has a second chance to enjoy these fine flying models under contest conditions. So get busy and build a second model or better still make a peace offering to mother nature for some better weather!

MINUTES OF SOGGI MEETING APRIL 13 2003

Stan Shaw called the meeting to order at 2.05 PM. There were 17 members present. Minutes of the March meeting were read from the TASK. Motion to accept the minutes Stu Watson seconded by Bud Wallace.

Business Arising from the minutes:

Public relations Committee: It was suggested that a membership application be printed on the brochure. Bob Hammett purchased 10 plastic boxes for distribution to hobby stores. There will be 11 locations throughout Southern Ontario.

Werner Klebert made up new membership cards with space for your MAAC number. Werner requested a list of members' MAAC numbers for his use. Dick Colley suggested that the MAAC numbers be listed in the Task. It was suggested that brochures be kept in the outhouse at the field.

Werner said he will not purchase a club battery until June.

The new field signs are being made up by Julian Saburos. It was suggested that the sign posted at the entrance have Open or Closed to members.

New Business:

The Canadian WarPlane Heritage requested a donation. Motion to donate \$100.00 Bud Wallace seconded by Derek Hartwell. Motion carried.

Stan Shaw has been elected as the new chairman of the Scale Plane Committee.

A get well card will be sent to Bob Batt who had knee surgery.

Because the Soaring videotapes could not be copied the club will purchase new tapes. By a show of hands all were in favor.

Treasurers Report.

Keith Armstrong asked about a petty cash fund of \$30.00 being established. This would eliminate writing checks for small amounts of cash. Motion to create a petty cash fund Stu Watson seconded by Werner Hildesheim. Motion carried.

Keith Armstrong said the clubs income taxes have been filed for 2002.

FIELD:

As of April 13 Ben Schouten's sod farm still had snow on the ground. Fletcher Road has been posted with no trespassing signs.

All members will be contacted when Ben gives the OK to use the field.

Field Safety: Frequency boards and flight lines were discussed. It was said that a frequency board should be used at all times when two or more persons are flying. Werner Klebert said he would make up a small frequency board. Most RC clubs use a radio compound when flying.

For SOGGI to have a transmitter compound we will require some type of sunshade. This will be looked into either a member supplies one or the club could buy a sunshade. Last year Mike Thomas and Keith Armstrong had a clash of frequencies. Keith was flying then Mike after eating his lunch launched his small electric plane. Because they were not using a frequency board only a verbal exchange of frequencies was used. Because Keith was up high he shut his transmitter off while Mike hastily landed his electric. As all ended well there is a lesson to be learned from this story.

Use the frequency board and check it before turning on your transmitter.

A discussion was held on establishing a flight line when flying. This would keep all the pilots together and not spread out all over the field. Keith Armstrong said he would purchase a couple of small red pylons. The members agreed to try the flight line out to see if it would work out for electric flyers and gliders.

Motion to adjourn Keith Armstrong seconded by Cliff English

Meeting closed at 2:45 P.M.



**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 - Bergfalke 1/5 Scale 128" wingspan	\$195.00	SOLD
1 - Bird of Time	\$150.00	
1 - High Start – Heavy duty	\$ 75.00	

For more details contact: **Gary Jeakins**

Phone: 905-526-9031

This could be your add here!

Lowest Rates in Town

The Southern Ontario Glider Group is a chartered club of MAAC

2003 SOGGI Executive

President:	Stan Shaw 39-383, Edinburgh Road, Guelph, Ont. N1G 2K7	519-763-7111
Vice President:	Werner Klebert 59, Byron Avenue Hamilton, Ont. L8J 2T1	905-578-9431
Treasurer:	Keith Armstrong 219, Governors Road DUNDAS, Ont L9H 3J7	905-627-4011
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 August Issue of Task: July 22nd 2003

2003 Calendar of Events

SOGGI CONTEST DATES

DATE	NAME	CONTEST	PHONE
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. Aug 31	CD Werner Klebert	Big Bird Bash	905-578-9431
Sat Sept. 20	CD Bud Wallace	Olympic II	905-274-3177

MEMBERSHIP LIST

Keith Armstrong	219, Governors Road	DUNDAS	Ont	L9H 3J7	905-627-4011
keith023@sympatico.ca					
*Peter Ashton	200, Edwin Street	Kitchener	Ont	N2H 4P2	519-576-6750
Henry Barclay	215, Brookfield Blvd.	DUNNVILLE	Ont	N1A 2Y3	905-774-3542
Joseph Balthaza	19, Gaitwin Sreet,	BRANTFORD	Ont	N3P 1A9	519-751-3698
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
Colleydogge@execulink.ca					
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freemanf@execulink.com					
Gerald Fritz	19, Pepperwood Crescent	KITCHENER	Ont	N2A 2R4	519-893-7558
Albert Fund	73, Beech Street	CAMBRIDGE	Ont	N3C 1X6	519-658-9495
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Bob Hammett	183, Uplands Drive	KITCHENER	Ont	N2M 4X3	519-576-7636
hammett@golden.net					
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
werner.tina.h@sympatico.ca					
Kevin Intini	16, Blackwood Cres.,	HAMILTON	Ont	L8S 3H5	905-546-5307
intini@netcom.ca					
Steve Jankowski	1403, Greenbriar Drive	OAKVILLE	Ont	L6M 2A1	905-825-3647
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
otasr@rogers.com					
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
kenneth.lockwood@sympatico.ca					
Rob Nelson	2078, Brays Lane	OAKVILLE	Ont	L6M 2S6	905-847-2954
Ann Tekatch	19, Pheasant Place	Hamilton	Ont	L9A 4Y4	905-575-5433
Bob Thayer	4108, Millcroft Park	BURLINGTON	Ont	L7M 3V9	905-336-3290
bthayer@ilap.com					
Mike Thomas	61, Alhart Drive	ETOBICOKE	Ont	M9V 2N1	416-748-2833
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Stanley.Shaw@sympatico.ca					
Dusan Studen	P.O. Box 101-p	TORONTO	Ont	M5S 2S6	416-441-9254
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Juri Vosu	3291, Candela Drive	MISSISSAUGA	Ont	L5A 2V1	905-279-9549
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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
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* Honorary Members

Correction Notice:

NAME:

ADDRESS:

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