
TASK



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- You Aksed US...

SPRING will be a little early/late this year...

..Weather we like it or not.

Year –end-lunch was held at the Winchester Arms in Dundas, a jolly meeting – most of the high flying flight stories were trimmed to better reflect fantasy rather than reality – or was it the other way round? Also we were pleased to find that Zone Director Mike Taziar and his wife were able to attend. A jolly good time was had by all, though is sad to note that it will probably be the last time that Bud is permitted to show us how to table dance.

Cleaned up your workbench yet? Ready with the new high flyer for the new season? Best way is to have a list – then, at least, you can choose to ignore what’s on it. Never mind! You can always sit and watch a battery charge or watch the wrinkles begin to show in your Monokote. On the other hand, if you are fully engaged in a super new project, why not take a few minutes to put pen to paper – or typed text to file – and give us an article for the newsletter.

Tax Tips for model flyers – a new feature for the next issue of TASK – learn how to make brushless motor mortgages tax deductible, come to grips with winch spares amortization, buy flow-through shares in thermal detecting analyzers, and - Save yourself some Money!

Contest schedule is preliminary – all events will be confirmed as the information becomes available –

Don’t forget to send in your membership dues – the next newsletter will only be sent to current paid up members and ex-prime ministers.

PRESIDENT’S REPORT

Here is just past the middle of winter and you haven’t started that new model for this year yet! It seems that we get so involved with our day-to-day activities that some of our priorities get shifted to the back burner. So it has been with the articles for The Task. I was invited to make a presentation to a group of Air Cadets in Erin along with three members of the Fergus Model Flyers. It was an interesting evening with some fifteen young people who demonstrated quite a bit of enthusiasm for the presentation. The general introduction to the various aspects of the hobby gave the Air Cadets some insight to the hobby and the possibilities for future aeromodelling.

Recognizing that every person is different let us hope that with this great hobby of aeromodelling everyone treats it as a past time that they can enjoy and that they can help others enjoy it too. So no matter what age group you happen to be at this time you should refrain from trying to get the most out of our hobby unless we are prepared to put an equal amount back in. The most active aeromodellers should divide their activities equally between using the facilities created for their pleasure and actually fostering and assisting in the creation of those facilities where possible.

This raises a series of questions that some of us should consider from time to time.

When did you last give constructive ideas at the club meeting?

When did you last organize or lend a substantial helping hand in a contest?

When did you last send in a three-view of your latest creation or ideal to the newsletter?

When did you last exchange ideas on the phone or email with other modelers in the spirit of sharing and common interests?

When did you last try to introduce another person into our sport/hobby?

Too many modelers take from our great hobby and put very little back in!

Do you do your bit, regardless of your age?

What do you think is an appropriate course of action and direction for the club?

"EuroGlish" – as she is spoken

The European Union Commission Aviation Sub-committee has just announced an agreement whereby English will be the official language of the EU, rather than German, which was the other possibility.

As part of the negotiations, the British Civil Aviation Authorities conceded in a meeting held in Strasbourg earlier this month that English spelling had some room for improvement and has accepted a 5 year phase-in plan that would be known as "EuroGlish". This plan is to take effect on 01Jan2005 at midnight.

In the first year, "S" will replace the soft "C". Certainly, this will make the sivil german pilots jump with joy. The hard "C" will then be dropped in favor of the "K". This should klear up konfusion and komputer keyboards on the flight management systems kan have one less letter.

There will be growing publik enthusiasm in the second year, when the troublesome "PH" will be replaced with the "F". This will make words like "fotograf" or "filosofy" 20% shorter.

In the 3rd year, publik akseptanse of the new spelling kan be expekted to reach the stage where more komplikatated changes are possible. Governments will enkourage the removal of double letters, which have always ben a deterrent to akurate speling. Also, al wil agre that the horrible mes of the silent "E's" in the language is disgraseful and they should go away.

By the 4th year, peopl wil be reseptiv to such steps as replasing "TH" with "Z" and "W" with "V". During ze fifz year, ze unesesary "O" kan be doped vrom vords kontaining "OU" and similar changes vud of kors be aplid to ozer kombinations of leters.

After zis fifz yer, ve vil hav a reli zenzibl riten shteil! Zer vil be no mor trubls und difikultis und evrivun vil find it very ezi tu undershtand ech ozer. Espesialy ze Lufthanza piloten kan now praktis zeir "Euroglish" und at ze zame time sprachen vit ech ozer. Tis vil make ze Aviazion vorld mor zafe und ve vil hav much lez akzidents in ze air!

ZE DREM VIL HAV FINALI KUM TRU!

IN PRAISE OF WATER-BASED POLYURETHANE VARNISH**by Ironsides**

What a mouth full! From now on the substance will be known as WBPV. So what is it?

WBPV has been around for a while; it is just becoming more popular with modelers. It is used in homes to varnish wooden floors. Its most usual application in model building is to use it as a substitute for epoxy finishing resin when making fiberglass over balsa over foam structures. The WBPV has six main advantages of the epoxy resins:

1. Costs about one third
2. Has no odour - epoxy stinks - your spouse will love WBPV
3. Sets up faster - epoxy is slow
4. Weighs less - the water evaporates
5. Less harmful - epoxy vapours can be nasty
6. Readily available at major hardware outlets.

Please note that all WBPV does not react the same way. The experiments to date were all done with INTERIOR - CLEAR varnish. It has been noted on the Internet that WBPV with colour pigment tends to yellow over time. So does interior clear WBPV when exposed to sunlight. The market provides exterior clear WBPV that has UV filters in it to prevent yellowing from sunlight. All the discussion hereafter concentrates on the less-expensive clear interior WBPV.

Here is how clear interior WBPV is used in a typical construction of foam core floats. Once the balsa sheet is on the foam core and has been sanded and tacked to get the dust off the fun begins. Cut out the piece of fibreglass cloth (typically half ounce weight) a bit oversize to the side/bottom being covered. Paint on WBPV with a SYNTHETIC bristle paint brush. [Those expensive NATURAL bristles will cause bubbles]. Let the WBPV dry until tacky. With the help of a friend, lower the fibreglass onto the tacky balsa. Paint on a thin layer of WBPV to smooth out the fibreglass. Let it dry completely - normally about 4 hours - see the difference already. Paint on a second coat of WBPV and let it dry - this time it will only take about an hour - wow, what a difference over epoxy!

Once dry, lightly sand the edges of the cloth to get rid of the excess material. Continue the process until all surfaces are covered.

CAUTION: On the News Group rec.models.rc.air, a user reported that the WBPV caused the balsa to swell up. He guessed that this was due to using too much varnish for the first coat which, due to its water base, got into the balsa and caused it to swell. It is suggested that the first coat be very light - perhaps even rubbed on with a cloth dampened with WBPV rather than risking the liquid loading that a brush can deliver. Equally, you could cheat and use a light spray of

Now we have to make a major decision. Are we going to want the natural weave of the cloth to show through, or do we want to fill the weave for a nice finish? If the first option prevails, then lightly sand the cloth with 300 weight wet paper. The painting phase will be covered below. .

If you want to get a very smooth finish, then we have the option of two filling techniques. Both involve the addition of powder to the WBPV. For a long time talcum powder has been the most common, but corn starch becomes an option because the varnish is water-based.

Using talcum powder, mix a solution of 20% powder and 80% varnish. Paint on to the weave and let dry - it won't take long. Once dry, wet sand with 300 grade. Do it all again until you are satisfied.

Using corn starch, you might find it easier to pre-dilute the starch about 50/50 with water and then add it to 100% WBPV. Paint and sand as above until you are happy.

CAUTION: Whether you use talcum or corn starch, make sure you put on one last coat of 100% varnish. WHY? Because the solvent in some spray paints seems to "cook" powder and give your smooth finish an "acne" look.

Once the final coat is on, wet sand with 600 grade paper and paint in the normal manner. WBPV does not seem to need any primer as long as it is roughed up slightly.

Experimental Stuff

Our group has been experimenting with another use of WBPV. That is, we want to cover both balsa and open spaces, such as wings with the traditional "silk and dope". Essentially, we have substituted WBPV for dope and SIG Koverall® for silk.

We have discovered that you need to be aware of that INTERIOR CLEAR seems to give much better adhesion characteristics than EXTERIOR CLEAR. Without proof, it is guessed that the UV filters added to the EXTERIOR version lessens the adhesion characteristics.

We paint the balsa with INTERIOR CLEAR WBPV on the outside edges of the area to be covered, and then let it dry. We cut a piece of SIG Koverall® slightly oversize and put in on the balsa piece. Then we take our hot covering iron and iron on the Koverall over the dried WBPV. We think the heat reactivates the polymer in the WBPV and glues the Koverall to the balsa. Then we paint another narrow coat of WBPV onto the edges of Koverall to match the original WBPV pattern on the balsa. This second wet coat bonds through the Koverall to the original dried coat and cements the Koverall in place. We let the second coat dry.

We shrink the Koverall in two ways. We use a hot iron or we use a hot air gun. We are careful in both instances to stay away from the edges where we used WBPV as glue - it releases and the Koverall pulls away. With a hot air gun, the easiest thing to do is mask the "glue joints" with a metal shield.

Once the Koverall has tightened, we fill the weave as outlined before and paint with WBPV.

Others have found that superior adhesion can be achieved by dressing the raw balsa edges with Weldbond®, letting it dry and then using a covering iron to reheat and achieve adhesion to the Koverall. Subsequently, the WBPV is used to fill the weave as outlined above.

Since this is still an experiment, we suggest you try a test piece before committing to that brand new model you spent all winter constructing!

MINUTES OF SOGGI MEETING: DECEMBER 5, 2004

Stan Shaw called the meeting to order at 2.05 PM. There were 13 members present. Minutes of the October meeting were read by Stan Shaw. Motion to accept minutes as read Bud Wallace seconded Stu Watson

Presidents Report:

Stan welcomed Mike Taziar the middle zone director to the club meeting.

Business arising from the minutes:

Keith Armstrong will purchase a gift certificate for Ben Schouten.

Treasures Report:

Keith reported the clubs bank balance is \$2200.00. Keith said he will work out a budget for the 2005 season.

Elections:

The executive for 2005 is:

President Stan Shaw

Vice President Bud Wallace (acclamation)

Treasure Derek Hartwell (acclamation)

Secretary Cliff English

Editor Dick Colley

New Business:

Keith Armstrong has been the corporate secretary since the club was incorporated in 1992 he has chosen not to continue in this roll. Keith suggested a younger member of the club take on this position. This involves monitoring the clubs books. Filing income tax forms each year. This must be done each year to keep the clubs incorporation seal. This will also give the club a permanent address.

A motion to donate \$100.00 to the War Plane Heritage was made by Bud Wallace seconded by Rob Nelson all were in favor.

The club luncheon will be December 18 2004 at the Winchester Arms in Dundas.

Cliff English will make sure all members are contacted about this event.

The wings program was discussed, the clubs program should use MAAC's wings program as a guideline.

The club to designate instructors.

Safety Rules:

Stan Shaw went over the changes and additions to the clubs safety rules. Mike Taziar suggested that a summary and comments be sent to Jim Pepperdine who heads the safety committee at MAAC. The changes for sail planes could be discussed and or implemented by the committee.

Dick Colley will be asked to get a copy of the clubs safety rules to Bob Hammett for the web site.

Mike Taziar stated that MAAC has purchased insurance for the year 2005.

Mike talked about the some of the accidents that happened while flying RC aircraft.

The accident at the London club, where a pilot was injured very seriously. Another accident a pilot lost fingers because his plane was not held down properly as he tried to start it.

Another accident in the U.S.A. a person was hit by a large gas driven plane causing extensive injuries.

At the Fergus field the members were getting radio interference from an electric arc welding machine.

Motion to adjourn Bud Wallace seconded by Cliff English

Meeting closed at 3:30 P.M.

MINUTES OF SOGGI MEETING JANUARY 9, 2004

Stan Shaw called the meeting to order at 2:10 p.m. There were sixteen members present.

Minutes of the November meeting were read. A motion to accept the minutes as read made by Budd Wallace and seconded by Stu Watson. Carried.

Business Arising From Minutes

Keith Armstrong reported that the cheque for \$100.00 was sent to W.P. Museum; and, that the 2004 Corporation filing has been done regarding the new directors. Action: Stan Shaw agreed to contact Gerald Fritz regarding taking over these duties for the club as permanent secretary for the incorporated club.

Keith also expressed concern about the Dundas Flyers power club new flying site that was located approximately 5.2 km. west of Ben Schouten's field. He recommended that all members be alerted to the possibility of radio interference.

Dick Fahey commented on the Burlington's club's experience in this matter. He noted that one and half miles distance apart is the manufacturer's recommendation for safe operation. Our field is twice the distance and secondly

was approved by our Zone Director Mike Taziar. Dick Fahey also recommended that a frequency analyzer be obtained to do a field test later in the flying season. Burlington and MAAC have an analyzer available.

Werner Klebert reported that he had contacted Hamilton Sod regarding the possibility of using Fletcher Road site for one Aero-tow event. Various conditions would have to be met to hold the event. He mentioned that the Seneca Flying club site of the Electric Fun-fly last year was also being investigated for a possible aero-tow event. Whatever the outcome he will keep us posted.

New Business

Keith Armstrong presented the 2005 proposed budget. Each member present received a copy and it was read and discussed by the group. Budd Wallace moved to accept the 2005 budget as presented. Seconded by Bill Woodward. Carried.

| | | |
|-------------------|--------------|-----------|
| December 31, 2004 | Bank Balance | \$1755.46 |
| | Petty cash | 1.66 |
| | Total | 1757.12 |

Proposed Budget 2005

Income

| | |
|--|-----------|
| Memberships 45 seniors@ \$30.00 | \$1350.00 |
| 2 juniors @\$15.00 | 30.00 |
| Contest (after awards and prizes paid) | 160.00 |

| | |
|---------------------|------------------|
| <u>Total income</u> | <u>\$1540.00</u> |
|---------------------|------------------|

Expenditures

| | |
|----------------------------|------------------|
| Contests (non cash awards) | 160.00 |
| Hall rent | 150.00 |
| Christmas presents | \$230.00 |
| Field Supplies | 100.00 |
| Donations W.P.H.Museum | 100.00 |
| New Members kits | 50.00 |
| The Task Newsletter | 350.00 |
| Miscellaneous | 100.00 |
| <u>Total expenditures</u> | <u>\$1196.00</u> |

| | |
|--------------------------|------------------|
| <u>Bank Account gain</u> | <u>\$ 344.00</u> |
|--------------------------|------------------|

Web Site

Bob Hammett reported about the status of the SOGGI web site: www.soggi.ca. Apparently he was doing some development work and it was off for a while. It is running again and is receiving a good number of visits. He will post the contest calendar and the safety code shortly.

Marketing

It was mentioned that Wings and Things were closed again. Hobby Hobby was out of our pamphlets. Juri will visit to replenish the container and locate it in the front of the store. Any member visiting other stores should check the status of the pamphlets and report back to the next meeting.

Bill Woodward distributed plans for a 1/72 scale Minimoa scale glider that could be used for the March glider contest. Everyone is invited to build this glider for the CMAS meeting in February as well!

Trophies and Prizes

Werner Klebert suggested that we go by the club survey results. They were split with cash and trophies. It was voted that 50% cash be awarded as prizes to winners for 2005.

A motion to raise the fee to \$8.00 at our contest was made by Stan Shaw, seconded by Werner Klebert. Carried. Werner will prepare six certificates for the Big Bird Bash. For this year, cash awards will be made based on the number of entries. Speed 400 glider contests will have a one dollar entry fee. The Golden Oldies will have 50% cash award. Club Day is free to members. Four trophies to be presented: commemorated Otto Bandmann (1990). Big Bird Bash will have \$90.00 in prizes and six certificates.

Rubber Powered One Design Contest

Dick Fahey announced a one-design contest featuring a 24 inch span model called: The Senator. It was an old Keilkraft kit. Plans will be made available to those interested. Plastic props are optional. This event will be part of the Flying Aces contests this year.

Motion to close the meeting was made by Budd Wallace.

Show And Tell

Budd Wallace showed his ASK-18 fuselage under construction. Stan Shaw talked about the Mini-Challenger Speed 400 model modifications he had undertaken.

You asked us...

A new column for those hard to answer questions...
Send in your questions and our team of experts will help you find the right answer!

190 ELEPHANT'S EARS

I've been given a pair of elephant's ears. Unfortunately, they're very hard and dry, and have been creased badly in the packing. How can I soften them up so they can be hung on the wall?

You're lucky you only got the ears!

Our experience with this problem is limited, and we really don't know any experts to turn to. Someone here has suggested that you buy a 20-gallon can of Nivea hand cream, then. . .

Since the ears are leather, however, the usual treatment should apply. Rub neat's-foot or castor oil on them and work it in gently by hand to soften the leather. (Eskimos chew hardened leather to soften it, but we don't really. . .)

109 CLEANING A TRUNK

I'd like to know how to go about cleaning and restoring an old hide-covered, wood-bound trunk.

Sponge it with soap and water, or any of the liquid household cleaners.

Sand the woodwork and use steel wool on the metal parts. If the fabric is stained, apply a coat of enamel in the desired color, but thin it with about 10 per cent turpentine or paint thinner. Apply at least two coats of varnish to the woodwork, and protect the cleaned metal parts with a clear spray lacquer. The inside can be re-covered with self-adhesive vinyl.

I meant Elephant's Trunk, DUMBO!



For Sale: Want Ads: Personals

For Sale:

Computer Hardware

- 1 – SCANNER, Flatbed, Like new
Artec 1236USB, 32-bit Colour, 19200 dpi resolution, W95/98 Compatible.....\$50.00

Computer Software

- 1 – NASCAR Racing 3
- 1 – RED BARON, WWI flight sim game
- 1 – USNF97, Janes US Navy fighters Simulator\$10.00ea

Contact Dick at 905-689-7761 or colleydogge@execulink.com

For Sale:

- 1 – AstroFlight Model 110, Charger - Peak detecting
4 -12 cells, 4.5A charge rate, for 450-1700maH Batteries
12V DC Input (Car Battery).....\$50.00

Contact Dick at 905-689-7761 or colleydogge@execulink.com

This could be your add here!

Lowest Rates in Town

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

- We publish for free!

Suggestions for a Winter Project

Tension Gauge for Hi-Starts



2004/5 SOGGI Executive

| | | |
|-----------------|--|---------------------------|
| President: | Stan Shaw 39-383, Edinburgh Road, Guelph, Ont. | (519)-763-7111 N1G 2K7 |
| Vice President: | Bud Wallace 1060, Eastmount Avenue MISSISSAUGA, Ont. | (905) 274-3177 L5E 1Z3 |
| Treasurer: | Derek Hartwell 39, Isaac Brock Drive HAMILTON, Ont | (905) 578-7991 L8J 2P1 |
| Secretary: | Cliff English 24, Blackwood Crescent Hamilton, Ont. | (905)-522-4561 L8S 3H5 |
| Editor: | Dick Colley 101, Braeheid Avenue Waterdown, Ont. | (905)-689-7761 L0R 2H5 |

Deadline for April Issue of Task: March 22nd 2005

2005 Calendar of Events

DATE

- **2005**
- **February 13th** Members meeting Rockton Library 2.00pm
- **March 13th** Members meeting Rockton Library 2.00pm
- **April 10th** Members meeting Rockton Library 2.00pm
-
-
- **CONTEST DATES**
- Refer to attached sheet for listing

SOGGI Contest Schedule - 2005

| Date | CD Name | Type of Contest | Club | Phone Number |
|------------------------------|--------------------|--------------------------|-------------------------------------|---------------------|
| Sunday, May 15, 2005 | Jozef Banial | 2 Meter | C.O.G.G | 905-567-3925 |
| Saturday, May 28, 2005 | Bill Woodward | Aerotow Season opener | C.M.A.S Fergus | 519-653-4251 |
| Sunday, May 29, 2005 | | | | |
| Sunday, June 05, 2005 | Doug Pike | Open Men on Men | C.O.G.G | 905-451-0791 |
| Saturday, June 11, 2005 | Stan Shaw | Elec.Spd 400 F5J | (SOGGI Open) Rain Date Sun. 12th | 519-763-7111 |
| Saturday, June 18, 2005 | Bud Wallace | Golden Oldies | S.O.G.G.I. | 905-274-3177 |
| Saturday, June 25, 2005 | Bill Woodward | Aerotow Pos.vintage | C.M.A.S Fergus | 519-653-4251 |
| Sunday, June 26, 2005 | | | | |
| Saturday, July 02, 2005 | J.Nunn & B.Booth | Task: open Duration | C.O.G.G | 705-728-4467 |
| Sunday, July 03, 2005 | | | | |
| Saturday, July 09, 2005 | Stan Shaw | Elec.Spd 400 F5J | (SOGGI Open) No Rain Date | 519-763-7111 |
| Sunday, July 10, 2005 | Bill Woodward | OB Memorial | SOGGI (Club Day) | 519-653-4251 |
| Saturday, July 16, 2005 | Bill Woodward | Aerotow | Can-Am | 519-853-4251 |
| Sunday, July 17, 2005 | | | | |
| Saturday, August 13, 2005 | Frank Philih | Aerotow | Oakville Club | 416-251-1619 |
| Sunday, August 14, 2005 | | | | |
| Saturday, August 20, 2005 | Stan Shaw | Elec.Spd 400 F5J | (SOGGI Open) No Rain Date | 519-763-7111 |
| Sunday, August 21, 2005 | Mike Thomas | Elec.Spd 400 F5J | C.O.G.G | 416-748-2833 |
| Sunday, September 04, 2005 | Dick Colley | Big Bird Bash | SOGGI (open) Rain Date Mon.5th | 905-689-7761 |
| Saturday, September 10, 2005 | Gudmund Thomson | Aerotow Arnprior | Ottawa Club | 613-837-0848 |
| Sunday, September 11, 2005 | | | | |
| Sunday, September 11, 2005 | Thony Boothman | RES class | C.O.G.G | 705-722-8830 |
| Sunday, September 11, 2005 | Bob Sherlicker | Open F3J | C.O.G.G | 905-820-2789 |
| Sunday, September 18, 2005 | Roy Bouke | Sport Elec.Sailplane | C.O.G.G | 416-493-0111 |
| Saturday, September 24, 2005 | Bill Woodward | Aerotow Season Ender | C.M.A.S Fergus | 519-653-4251 |
| Sunday, September 25, 2005 | | | | |