

TASK



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SUMMER is definitely gone, fall is here...

Here we are, flying season almost over – with a busy schedule, so that is why the newsletter is a little late. How was the flying this year – how did you do? Better or worse? Faster or higher? More or less?

Safety Rules – think safety, be alert, and never assume anything.

If you missed the October meeting, then you still have chance to get to the November meeting on the 13th – we need your input on a number of issues – so come on out and lets get it all sorted out for Christmas.

One useful gadget would be an Aircraft Locator for Model Aircraft – if they can track the wolves in Yellowstone then it should be possible to have a device that allows one to “home” in on a lost model. Perhaps there is already such a device available but for model flyers it has to be really cheap (that should read inexpensive) and should have a really simple method of activation and a range of at least 10 miles. Why this sudden interest in ALMA? Well, at a recent event in Arnprior one of my sailplanes – the Bergfalke – disappeared into the blue and then continued on to the deep bush and swamp country. To all intents, Lost and gone forever. Not quite! A week or so ago, I received an e-mail advising that a plane had been found and from the description of the debris field it sounded like it was the Bergfalke – a quick pic e-mailed back and the identification was confirmed. I was lucky. Others have not had the same good fortune – just ask Bud Wallace.

Another useful gadget – which exists, has been seen in action and yields some very interesting data – is the flight logger device which records flight data and can be read using a computer – if you have a laptop at the field then the information is available within minutes of the flight. A lot more information on a typical device is available at <www.lomcovak.cz> The altitude logger is made in the Czech Republic by Roman Vojtech and it weighs 10g. check out the website! Put it down on your Christmas Wish List – and add a Lap-top computer as well.

The MATS newsletter 'Fliteline' for October is at:

<http://www.matsclub.org/>

It's always good reading, and this month there's an article on their field problems, which at least for now have been resolved. They've adopted new field regulations too - worth looking at.

KEN LOCKWOOD 1925 - 2005

Sad news –

Ken Lockwood succumbed to a massive heart attack whilst walking in his garden on October 16th.

We had not seen as much of Ken this year but he was able to compete in the last Speed 400 F5J contest (August 20th) flying a plane of his own design with a fuselage that employed the Dory-boat builders' techniques to provide strength with light weight.

We will miss Ken's quiet presence at the flying field,

On a lighter note:

Ray Munro reports:

My season started out pretty well. Then, near the end of August, I managed to have an argument with the hangar floor in Ft. Liard. NT and broke my wrist ... (the floor won the argument). Anyway that put me A.O.G. for the season.

Didn't even get a chance to take out my trusty RC model this year, but there is hope for next. Hope to have some high performance wings ready to try out.

Well this is just to say Hi again, and I hope all had a great season.

President's Report by Stan Shaw

So far this flying season has provided the members with over fifty days designated as official SMOG Days by Environment Canada. Small wonder that so few members have been coming out to fly on Wednesday or the weekends? When you add in the extra cost of gasoline for driving our big cars and SUV's, then it becomes painfully clear that our hobby is under pressure as well as our wallets!

So what can we do about it? So far I have reduced the number of trips to the SOGGI field from Guelph. It averages 75 kilometers to Ben's field one way. It is only 32 kms. to the Fergus field one way. Two for the price of one trip!! So it becomes painfully clear we going to have to re-think our priorities for next year unless gas prices come down a lot which is highly unlikely!

One practical solution is to find new sites that our closer to our homes. When you consider that most of our member live in urban areas that have little or no opportunity to access suitable flying fields within fifty kilometers, this is not a realistic solution. However, there are some possibilities that should be considered. There are private airports located in Ontario. I happen to belong to the Royland Flyers that has access to a private airport in Fergus. This year the Canadian Model Aerotow Society were fortunate to obtain permission to fly from a private airport is Hagersville. While this site was only used for aerotowing events this year, it may be possible to gain access to it more often. It depends on what kind of working relationship can be established by a club.

While these two examples are one solution to the problem, it does point out that other possible sites do exist and can be used to promote R/C glider activity. In fact electric-powered gliders have offered the sport flyers more opportunities to fly in sites that are closed to gas-powered model or glow-powered models. I have noticed that there is a larger percentage of flyers now enjoying the latest technology in electric-powered models. If one had visited the Hobby Show in Toronto in November you would be amazed at the indoor flying that was taking place. There are a number of sites now active for this winter season that will cater to the electric flyers. This is another solution for the hard pressed flyer looking for airtime! What are you going to do?

Last month we were all set to hold our first meeting of the Fall but there wasn't a quorum so the group discussed a number of issues that will be raised at the November meeting..So I strongly urge all the members to plan to attend the next club meeting to be held on Sunday November 13th, 2005 at the Rockton Library Hall at 2 pm. There will be a full agenda that will include the following: grass cutting committee, recording secretary taking over Keith Armstrong responsibilities; novice flyers and instruction, and nominations for executive positions for 2006. See you there!

Speed 400 F5J Contest, August 20th 2005

Results:

Name:	Normalized Scores				
Pat MacKenzie	1000	1000	1000	1000	4000
Ivan MacKenzie	798	973	728	1000	3499
Mike Kastelein	1000	540	924	795	3259
Dick Colley	461	846	1000	638	2945
Ken Lockwood	562	855	626	566	2609
Otakar Koprinsky	295	1000	250	494	2039

Big Bird Bash Sunday September 4th, 2005

by Stan Shaw

Would you believe that the day was perfect for our contest! With light east-south-east winds we had the winches set-up by ten and Dick Colley, as CD, explained the tasks. They were to be four rounds for five, ten, ten and fifteen minute precision-duration with landing points (in or out of the circle). He gave out the score cards to the seven pilots in Open class and the six in R.E.S. (Rudder, Elevator and Spoilers). With the assistance of Keith Armstrong who handled the scoring duties and several members who acted as chute shaggers, the contest ran quite smoothly. Jean Gravel, who traveled from Ottawa, enjoyed himself until a crash claimed his model in round four. The Central Ontario Glider Group were well represented by Bob Sherliker, Joe Banial, Mike Thomas, Ivan Marchenko. Mike Kucera represented GNATS.

The winners in Open were Mike Thomas, 2nd Joe Balthaza, and 3rd Mike Kucera.

In RES the winners were: Dick Colley, 2nd Stan Shaw and 3rd Cliff English who also won the Best Sportsman Award. Certificates of Achievements, prepared by Werner Klebert, were presented to all the winners as well as cash awards. Many thanks to all who participated in helping to make this a successful event in spite of the lower number of pilots. I guess the high price of gasoline had something to do with it?

BIG BIRD BASH – September 4th, 2005 (Second Report)

Schouten's Sod Farm, Greens Road

Weather: A rather grey morning with light winds from the N-NE, the clouds thinning out to set up some promising flying conditions.

Five winches were set up with three landing tapes (ungraduated, so it was 25 for in and 0 for out)

The Task was 3 rounds of 10 minutes and a fourth round of 15 minutes – with a time over penalty factor of 2 for the first three rounds and 1 for the final round.

Thirteen pilots registered, 8 for the Open Class and five for the RES 9(Rudder, Elevator and Spoiler) Class. Keith Armstrong, who had been looking forward to flying, elected instead to look after the scoring and flight time calculations.

Round 1:

Jean Gravel, of the ORCC, set the pace with a flight of 10:28 and Landing points, but the 28 seconds over resulted in a 56 second penalty.

Ivan Marchenko then got the 10:00 min flight but missed the Landing.

Bob Sherliker and Mike Thomas showed their form and posted close to maximum score, but Joe Banial followed with a max score to let Mike know that he had serious competition this day.

Round 2:

In this round Joe Baltaza, Bob Sherliker and Mike Kucera pushed the scores.

Mike Thomas again was pretty close but the lines of concern were beginning to etch themselves on his face – this was going to be a tough battle.

Joe Banial kept up the pressure with another near max score, and Dick Colley was able to get a 10:02 flight with landing points flying the Algebra 2.5

Round 3:

Cliff English starts things off right by launching into a boomer and logging a 9:06 flight with his Olly.

Jean Gravel gets close to a max but has problems with the landing.

Stan Shaw puts on a thermal seeking clinique to eak out a respectable 9:48 from no to little lift.

The full house hot ships go cold, but Dick Colley and the Algebra (with a little help from my friends) get a max score.

Round 4:

Fifteen minutes! A daunting task but Joe Baltaza with close to 14 minutes, Mike Thomas with 14:58 and a landing (you should have seen the smile on Mikes face at the end of the flight) and Dick Colley with 13 minutes show that it is possible.

BIG BIRD BASH Results - 2005

Name:	round1	round 2	round 3	round 4	round 5	total pts
OPEN CLASS						
Mike Thomas	624	624	323	923	0	2494
Joe Baltaza	340	617	305	862	0	2124
Mike Kucera	514	619	412	528	0	2073
Bob Sherliker	622	622	314	499	0	2057
Ivan Marchenko	600	436	235	662	0	1933
Joe Banial	625	623	243	245	0	1736
Jean Gravel	569	233	596	0	0	1398
Otakar Koprnicky	363	217	134	210	0	924
RES CLASS						
Dick Colley	175	621	625	815	0	2236
Stan Shaw	170	262	588	458	0	1478
Cliff English	249	242	546	199	0	1236
Werner Klebert	396	270	337	150	0	1153
Rob Nelson	170	110	240	149	0	669

The Winner in each class received a Certificate and \$15.00
 Second Place in each class received a Certificate and \$10.00
 Third place in each class received a Certificate and \$5.00
 A small surplus was donated to Club funds

Cliff English received the Best Sportsman award

A big thank you to Werner Klebert for designing and printing the Award Certificates,
 to Keith Armstrong for crunching the numbers, and to Stan Shaw for setting up the flight lines and landing tapes and helping Spot spot the lift.

Historical note: We did not use a single Hi-start!

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!



What shall we tell you? Tales, marvellous tales
 Of ships and stars and isles where good men rest,
 Where nevermore the rose of sunset pales,
 And winds and shadows fall toward the West:

James Elroy Flecker (1884-1915)

Interesting Pictures: PLEASE send some in!

DAVE THORNBURG'S RULES

- Drift with the lift. (*Where have we heard that before!*)
Thermals tend to blow along with the wind, so follow them.

- Stay with what you've got. Low thermals have down air nearby.

- There AIN'T no zero lift.
 - a) A weak, low thermal will almost always grow.
 - b) If you're not sinking, there's some lift.
 - c) If you're sinking, move someplace else — fast!

- Don't leave a thermal and come straight back upwind.
 - a) Sink holes follow thermals.
 - b) Strong lift will usually have strong downs nearby — and vice versa. If some air is going up, some other air must be coming down to replace it, and vice versa. Sometimes the patch of down air (sink) is so large that you can't get out of it.

- Fuselage angle indicates rising or sinking air.
 - a) Thermals will tend to push the plane outward, so turn back against lift-induced turn to get into the core.
 - b) Establish where the core is by making a couple of passes through the lift.
 - b) Once circling in lift, notice which side of the circle is better, and drift in that direction.
 - c) The implicit rule is: Slow down in lift, and speed up in sink. Once you find a thermal, don't lose contact with it! Sometimes you find a nice thermal and think you've got your 10 minutes made. You relax. The next thing you know, you're sinking, and you're wondering where the heck the lift went!

- Develop a minute sensitivity to air quality.
 - a) Lift comes through in cycles.
 - b) Hot spots for thermals and ridge-type lift tend to stay put for a long time.
 - c) A thermal passing through as you launch can often be overtaken downwind.
 - d) A sudden wind shift usually indicates a thermal nearby — the wind on the ground blows toward the thermal. You need to feel small air-temperature changes — warmer means lift, colder means sink. You need to know which way the wind is blowing without looking at your ribbon.

- Learn to use ballast.
 - a) Wing loading translates into flying speed (the heavier the plane, the faster it must fly).
 - b) The trick is to add enough ballast to achieve good glide speed without handicapping the ship in weak lift or making it too hard to land.
 - c) If the wind is strong enough to require ballast, flying downwind is usually bad. The fast, more efficient ships benefit most from ballast. There's no point putting a pound of lead in a Windrifter for 20 mph conditions, because it won't fly faster than 20 mph anyway.

- Ways of finding lift. There are several visible signs of lift that you should watch for: shifts in the wind or temperature, swifts chasing bugs, other sailplanes, etc. Soaring birds may be around to key off of, but they may be up too high for accurate thermal telltale. Piggybacking off another flier also works!

From Model Builder, Sept. '87 / NSS journal, Nov. - Dec. '88

For Sale: Want Ads: Personals

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
Foam Wing Cutter – Computer Driven
Aircraft Locator for Model Planes (ALMA Project)
Clean workbench

2004/5 SOGGI Executive

President:	Stan Shaw 39-383, Edinburgh Road, Guelph, Ont.	(519)-763-7111 N1G 2K7
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Deadline for December Issue of Task: November 22nd 2005

2005/6 Calendar of Events

- **2005**
- **October 2nd** Members meeting Rockton Library 2:00pm
- **November 13th** Members meeting Rockton Library 2:00pm
- **December 11th** Members meeting Rockton Library 2:00pm
- **2006**
- **January 8th** Members meeting Rockton Library 2:00pm
- **February 12th** Members meeting Rockton Library 2:00pm
- **March 12th** Members meeting Rockton Library 2:00pm
- **April 8th** Members meeting Rockton Library 2:00pm

COUNTRY LIFE (or What the Papers Say..)

You heard it here first....

A decade ago or so I was in the back seat of a motor-glider being flown to a local airport for some repair work on a noisy muffler.

Control: You're unreadable, say again.

Us: I've turned off the engine, is that better?

Control: L..o..n..g pause

A pilot has engine trouble and lands in a field. As he walks around the plane to check out the problem, he hears a voice behind him say, "You have a clogged fuel line." Looking around, he sees no one, except a cow. Startled out of his wits, he runs across the field to the farmer's house and pounds on the door. When the farmer appears at the door, the out-of-breath pilot stammers that his cow has just talked--and even tried to explain what was wrong with the airplane.

The farmer drawled, "Was it a brown cow?" "Yes."

"Did it have a white patch on its forehead?" "Yes, yes, that's the one."

"OK, that's Flossie. Don't pay no attention to her. She doesn't know nothin' about aeroplanes."

The scene is a newspaper office. The editor says to one of his reporters: There's a fire raging out of control west of town and I want you to get out there fast. And above all, get some good shots. If that means you have to hire an airplane, just do it. Don't worry about the expense.

So, the reporter calls the local FBO and orders a plane. He rushes out to the airport, spots a small aircraft with a young pilot in it, pulls open the door, jumps in and says to the pilot: Let's go, take off. As directed, the pilot takes off, gets up to altitude, and the reporter then tells him, "See that fire raging to the west? I want you to fly over that and get down as close as you can."

Incredulous, the pilot says, "You want me to fly over that fire?"

"Sure," the reporter says, "I am a photojournalist and that's why I am here--to take dramatic shots of the fire!"

The pilot looks over with a quizzical look on his face and says, "You're not the flight instructor?"

.... Don't fly me,

It has been reported that an employee for Ansett Australia (Airlines), who happened to have the last name of Gay, got on a plane recently using the company's 'Free Flight' offer for staff. However, when Mr. Gay tried to take his seat, he found it being occupied by a fare paying passenger. So, not to make a fuss he simply chose another seat.

Unknown to Mr. Gay another Ansett Flight at the airport experienced mechanical problems the passengers of this flight were being re-routed to various other airplanes A few were put on Mr. Gay's flight and anyone who was holding a 'free' ticket was being 'bumped'.

Ansett officials, armed with a list of these freebee ticket holders boarded the plane, as is the practice, to remove them in favour of fare paying passengers. Of course; our Mr. Gay was not sitting in his assigned seat as you may remember. So when the Ticket Agent approached the seat where Mr. Gay was supposed to be sitting, she asked a startled customer "Are you Gay?" the man shyly nodded that he was at which point she demanded "Then you have to get off the plane."

Mr. Gay, overhearing what the agent had said it tried to clear up the situation - "You've got the wrong man. I'm Gay!" This caused an angry third passenger to yell "Hell! I'm gay too! They can't kick us all off!"

Confusion reigned as more and more passengers began yelling that Ansett had no right to remove gays from their flights

It is reported that Ansett have refused to comment on the incident.