

TASK

Volume 22 Issue 4

September 2006



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If you want to be competitive, go Hi-Tech:

If you want to be happy, save your money and go Lo-Tech

There is no place that evokes such a feeling of solitude as a flying field on a wet and windy day – not even the bird's fly! An even greater feeling of solitude can be found at a flying field on a bright and sunny day when the only companion you have is the summer wind – and maybe a couple of hundred nose seeking midges.

“Where have all the flyers gone? - Long time passing

Where have all the flyers gone? - Long time ago

Where have all the flyers gone? - Young girls picked them. Everyone

When will they ever learn? When will they EVER learn – (the flyers, that is)

If your excuse was that you really did not have anything to fly the next item may be of interest to you. There is an opportunity to acquire an already to fly model at reasonable cost that has probably been flight proven in many contests and events. See the notice below for details of the Garage Sale – there should be something there for everyone

Stan Shaw has asked that the following notice be posted in this issue of TASK:

Please be advised that a **Garage Sale** will be held on Saturday September 30th at 1060, Eastmount Ave. Mississauga. Ont. home of the Late Bud Wallace.
The sale will begin at 9 a.m. to 2 p.m. come rain or shine!

There are model gliders, electric models, older sport and scale kits, old motors both methanol and electric, radios, and tools like a jig saw, drill press and many other small tools.

Terms: CASH or Cheque with identification.
ALL SALES ARE FINAL.

Shortly after the Big Bird Bash we received a report that a local flyer in Caledonia had observed the sailplanes from where he flies and was concerned because the two channels he uses, namely 34 and 54, were in use at the contest. Stan Shaw is currently tracking down more information but for the moment if you fly on either 34 or 54 at Ben Shouten's Field be very alert for extraneous signals – best to fly on another channel for the time being.

President Speaks:

Well the flying season is just about over for another year and SOGGI CONTESTS have been rained out or blown out four times! This must be a record number in one season! Who picked the weekends I don't wish to name names, but next year we may have better luck if we just consult the Farmer's Almanac or read our tea leaves!

Other news in the making: recently received an email from the City of Hamilton offering SOGGI the opportunity of using the Wentworth Community Park for park flyers and small gliders, located at Clappison's Corner. Dick Colley and I went to inspect the site and decided that it was too close to the intersection of Highway #5 and #6. Both highways are four lanes and the traffic volume is high most of the time so model planes would be a serious hazard. Even with favourable winds from the east, south-east or south, there is a narrow buffer zone surrounding the park. Other wind directions are just not as feasible as the planes would drift over the roadways causing serious problems with traffic!

In the email I suggested that we continue with the Beverly Community Centre as originally requested. No word as yet on the final outcome. Perhaps with the upcoming municipal elections it is time to speak to our councillors to encourage the process. Members living in the City of Hamilton are encouraged to contact their councillors and raise this issue. The mayor will hear of it and hopefully inquire about the progress of the initiative on behalf of SOGGI. Remember that a respectful and polite approach works wonders!

I am happy to report that the first club meeting to be held on Sunday October 15th at the Rockton Hall will feature our new Middle Zone Director, if he is available. The Place Annual Zone Meeting is being held on Saturday October 14th at 9 a.m. at the Aldershot High School, 50 Fairwood West, Burlington. Mike Taziar is stepping down after five years in the position. There will be an election of the assistant Zone Director as well. If you can't attend, please sign a proxy and send it to Mike so there will be a quorum at the meeting. Congratulations to Mike Taziar on a job well done!

Lastly there has been a bit of activity on the SOGGI web site since Bob Hammett started the message board. It does offer those on the web to get to date news of who is going out to the flying field and what conditions are like on the site. An STD is a super thermal day of flying according to Jeff Coles. The electric flyers are doing their thing as well. I have enjoyed showing Peter Clarke the basics of the Wings Program. Joe Fiore is doing very well and should have his Wings by the end of the season. Somehow the instructor's clinic never did get put on at the field. Whatever the reasons, perhaps a short meeting of the present instructors after the club meeting will tidy up this matter.

In closing this story has a moral!

"Walking Eagle."

Invited to address a major gathering of the American Indian Nation in Arizona, President Bush spoke for almost an hour of his future plans for increasing every Native American's present standard of living. Though vague on the details of his plan, he appeared enthusiastic about his ideas for helping his "red brothers."

At the conclusion of his speech, The Tribes presented the President with a plaque inscribed with his Indian name: **Walking Eagle**. As the President departed waving to the crowd in his motorcade, a news reporter asked the group of chiefs how they came to select the new name. They explained that Walking Eagle is the name given to a bird so full of shit that it can no longer fly! Cheers.

PHILOSOPHIES

If at first you don't succeed, destroy all evidence that you tried.

A conclusion is the place where you got tired of thinking.

Experience is something you don't get until just after you need it.

Club Day – July 16th, 2006

CD – Dick Colley

- Task: Round 1 - Five minutes duration with landing points (25) in/out, Penalty 2pts/sec over to a max of 30.
- Task: Round 2 - Seven minutes duration with landing points (25) in/out, Penalty 2pts/sec over to a max of 30.
- Task: Round 3 - Ten minutes duration with landing points (25) in/out, Penalty 2 pts/sec over to a max of 30.
- Task: Round 4 - Twelve minutes duration with landing points (25) in/out, Penalty 1 pts/sec over to a max of 60.

Winds: S veering WSW 10K freshening later in the day

Eight pilots registered for the event, and two winches were set up. The first launch proved disastrous as Mike Kastelein folded the wings of his sailplane. Mike was able to continue flying his back-up ship. First round the lift was elusive and only Mike Thomas was able to get near the target time. Second round the lift was elusive and only Mike Thomas was able to get near the target time. Cliff English had a great flight going but was unable to get back to the field and score his round. Lunch break. Third round the lift was still elusive and even Mike Thomas was unable to get near the target time. The wind had now veered almost 90 degrees to the west and it was decided to limit the contest to the three round already flown.

Mike Thomas proved to be the winner (again) and Werner Klebert edged out Stan Shaw for second place by only three points. Rob Nelson earned the Sportsman’s Award.

Mike was very pleased to accept the Otto Bandman Trophy (again) which was presented by Rose and daughter, they had spent a pleasant couple of hours trying to locate the flying field, thanks to modern technology and Werner’s directions they were able to find us OK.

Name:	round1	round 2	round 3	total pts
Mike Thomas	320	409	165	894
Werner Klebert	223	219	149	591
Stan Shaw	195	181	212	588
Rob Nelson	153	170	197	520
Dick Colley	169	150	193	512
Mike Kastelein	94	162	91	347
Derek Hartwell	153	121	0	274
Cliff English	178	0	0	178

Four other club members flew there own thing at the far end of the field and neither contestants nor fun flyers were distracted from their chosen task. A good day was had by all.

Golden Oldies Contest:

The Golden Oldies Contest which was cancelled owing to high winds and rain will be run in conjunction with the 2 – Meter Contest on Sunday, August 6th, 2006.

2 – Metre, Sunday, August 6th, 2006.

	round1	round 2	round 3	round 4	total pts
Joe Banial	207	330	219	415	1171
Mike Thomas	210	327	253	289	1079
Dick Colley	126	179	263	348	916
Rob Nelson	144	220	194	341	899
Werner Klebert	169	288	298	120	875
Derek Hartwell	163	111	360	81	715
Bob Hammett	137	74	102	113	426

R.E.S (Golden Oldies), Sunday, August 6th, 2006.

Name:	round1	round 2	round 3	round 4	total pts
Mike Thomas	176	290	419	375	1260
Stan Shaw	206	282	417	312	1217
Cliff English	160	287	383	187	1017
Dick Colley	180	151	193	219	743

BIG BIRD BASH 2006, September 4th 2006 (Rain Date)**Results:**

Name:	round1	round 2	round 3	round 4	total pts
OPEN:					
Alex Nadacheyvski	465	620	292	555	1932
Joe Banial	423	621	306	576	1926
Otakar Koprnický	263	497	242	644	1646
Joe Balthaza	372	528	222	397	1519
Ivan Marchenko	375	225	226	452	1278
Bob Hammett	362	254	246	174	1036
Kevin Initini	139	120	397	121	777

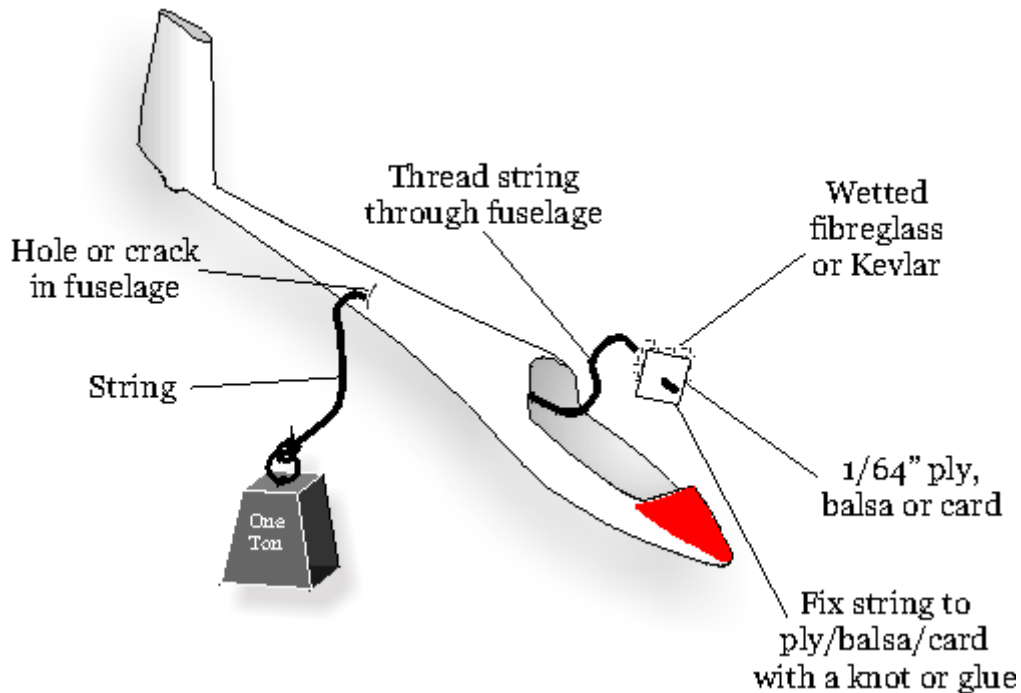
RES:

Name:	round1	round 2	round 3	round 4	total pts
Werner Klebert	386	419	162	612	1579
Jim Donnelly	193	293	150	880	1516
Stan Shaw	286	311	360	240	1197
Don Guthrie	393	247	170	286	1096
Dick Colley	151	319	137	352	959
Cliff English	210	288	251	134	883
Derek Hartwell	80	150	106	188	524
Werner Hildesheim	179	277	0	0	456

MENDING FUSES

Graham Woods

Who hasn't cracked or split a fuselage and found it awkward to repair? Here's a method picked up from an E-mail on the Net (the Radio Control Soaring Exchange List) which is simple although I haven't tried it myself. I hope my drawing is good enough but there's an explanation too... You may need to remove, or push aside, the elevator pushrod and pull-pull rudder wires.



Thread a piece of string through the crack or hole in the fuselage.

Slide over it the piece or pieces of glass cloth or Kevlar you intend to do the repair with.

Slide over the string a piece of thin ply, balsa (or even card) cut in a such a way that it will easily follow the curve of the inside of the fuse.

Fix this ply or balsa to the string with a knot or a drop of cyano.

Now wet out the glass cloth with epoxy resin and pull on the string... the glass cloth should be pulled up tight against the inside of the fuselage.

Ensure a good contact between the glass cloth and fuse inside.

All you need to do then is to prop the fuselage on the bench with the cracked hole facing downward and dangle a weight from the string to keep the glass and ply in place inside the fuse.

When the resin has set slice off the piece of string and fill the fuselage in the normal way from the outside.

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!

Interesting Pictures: PLEASE send some in!



For Sale: Want Ads: Personals



ProRunner 118" \$230

Windrifter 111" \$175

All in good flying condition. All are contest winners! Werner Klebert 905-578-9431

1. Moto-Shop Dremel Jig-Saw, Good Condition, Model 57-2
Price \$40.00
2. Dremel Belt Sander, Good Condition
Price \$40.00
3. Astro DC/DC Digital Peak Charger, charges 1-18 cells, Model 110D,
Price \$45.00
4. Moto-Master Auto Battery Charger, can do 70/10/2 amps,
Price \$45.00

Call Stan Shaw, 519-763-7111 if interested in making a deal.

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 Summer Project

Tension Gauge for Hi-Starts
Foam Wing Cutter – Computer Driven
Aircraft Locator for Model Planes (ALMA Project)

Where there's a Smoker...

In 1971 or 1972, I took first place in distance and speed by flying a Graupner **Cirrus**. From then on I worked on the contests and kept winning and winning. So by 1976, I had won a whole bunch of contests and I was up to Level 4 (LSF).

What really did me in was when I was doing my Level 5 was the eight-hour slope flight. I was with other Level 4 people in my area on a hill down in Vacaville that I had gotten permission to use. We started out the first thing in the morning, like at 7:30 or 8 then flew for about an hour and a half when the wind quit.

So we had to come back down and start all over again. Every thing was going along fine. I was seven and a half hours into the second flight, thinking about how I only had 30 minutes left. One of the guys was smoking and caught the hill on fire. The fire burned that whole hill where the local club now slope fly, every thing from a local nursery clear over the top of that hill burned: A mile square. That put me into such a state of shock that I gave up gliding from then on. I was geared to keep on going, but psychologically I just was ready to give it up. From then on, I turned to scale, sport and RC electronics.

from "George" by George in the beginning
George P. Steiner

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Deadline for September Issue of Task: August 22nd 2006

2006 Calendar of Events

2006

- **October 15th Members meeting Rockton Library 2:00pm**
- **November 12th Members meeting Rockton Library 2:00pm**
- **December 10th Members meeting Rockton Library 2:00pm**

2007

- **January 14th Members meeting Rockton Library 2:00pm**
- **February 11th Members meeting Rockton Library 2:00pm**
- **March 11th Members meeting Rockton Library 2:00pm**
- **April 8th Members meeting Rockton Library 2:00pm**