

# TASK

Volume 23 Issue 2

April 2007



## Inside This Issue:

- Message from the Pres –
- Rockton flying – Green Light
- Minutes of Meetings
- Events Calendar
- You Arsked US...

## Waterdown Weather Rodent loses his luggage in Mexico – six more weeks of WINTER!

### Stan pens Rockton Deal – Great news for the Weekday Flyers

**Late Breaking News:** Stan Shaw reports that the necessary documents for the Rockton Flying field have been signed and we are all set to go this summer at Rockton. (See Stan's report below in the TASK). Congratulations to Stan Shaw for the successful outcome to the negotiations and many thanks for all the hard work that was needed to make this agreement possible. We also extend thanks to all those who helped in the process – Dick Fahey for his wise counsel and guidance through the process, Werner Klebert for his support at the meetings with the City of Hamilton.

Have you paid your dues yet?

We will be sending out **2007 Flying Field Layouts** to all members. Also they will be sent to those who have not yet sent in their current dues – there will be a gentle reminder attached – since the new Safety Code for 2007 will be in place. Also note that this year you will be required to produce your current MAAC and SOGGI membership cards in order to enjoy the flying privileges at any of the fields listed.

To ARF or not to ARF, that is the question. And like Hamlet, we really did not discover the answer – is anyone building anything new this year?



If you missed the **Indoor Glider Contest**, held at the Rockton Library after the April Meeting, then you missed a whole lot of fun! The task was to land on a table placed against the far wall, with the launch area just in front of the main door. It sounds so very simple but, in fact, there were only 3 successful landings for the hundreds of flights that took place. Michael Kastelein was the winner with two landings and Dick Colley scored the only other landing. The wide variety of designs – some scale – gave an even wider envelope of flight patterns. Generally, if the range was correct then the direction was not and vice versa. Bill Woodward even attempted to add a loop into his flight pattern in order to get closer to the table top.

## PRESIDENT'S CHOICE:

Just to bring you up to speed on the latest development with the City of Hamilton and Beverly Centre, the executive have received a draft agreement to review. We have made a number of changes to the draft in order to clear up some misunderstanding regarding the cost per month and responsibility for access to the facilities. There are number of issues regarding the actual space to be designated for the flying activities and control of the public access to those areas to be concluded. If the negotiations can continue in good faith then we stand a reasonable chance of getting an agreement signed this spring. Otherwise the money grab and unreasonable demands will force us to suspend any further negotiations. Until a formal agreement is signed there will be no flying at the Beverly Centre on Highway # 8.

The Safety Code requirement for field signage has been resolved. Presently, Signs will be posted at Westover, Ben Schouten's sod farm, Fletcher Road, Nebo (if permission granted) and possibly Beverly Center if an agreement can be signed. Please note that the suggested field layouts for each of the above sites will be on a trial basis for one year. Since this is the first attempt to illustrate the requirements and specify the flight line for each location, some errors or omission will no doubt show up over the course of the year.

It is the executive's intention to make this transition to a more formal site layout according to the Safety Code a pleasant and satisfying experience. Please keep in mind the purpose of these changes: namely, greater safety and protection of each member while engaging in our hobby/sport of flying model airplanes be it R/C or free-flight. I have to admit that sometimes the R/C model appears to be more free-flight than R/C! Just kidding!

Copies of the suggested field layouts will be made available to all members as of record March 31.2007 via The Task, by email or snail mail. Copies will be available from any executive member or maybe posted at their respective sites.

Your full co-operation in making these new field layouts work depends largely on your understanding of their requirements. Please take the time to read over the safety code requirements for each location and discuss any questions you may have with any of the executive members. Hopefully we will be able to establish that each and every member can be a qualified "safety officer" at any of our flying sites. If you decide to use only one of the sites, then that site's requirements will be your primary responsibility. It is my sincere wish that each member will assume their responsibility and concern to maintain the Safety Code requirements in the true spirit of sportsmanship and in the best interests of the Southern Ontario Glider Group Inc.

One last issue that directly affects safety is the condition of your own models. Please make sure to check over each model for any damage or necessary repairs that have to be made in the shop rather than at the first flying session. It is surprising what you can find with a little testing of your equipment. Unless you keep track of your battery usage and charging times it is best to test their capacity if they are more than three years old! New batteries are the best insurance that that component won't let you down and cause a needless crash or damage. We seem to take for granted that our equipment will work every time whether we test it or not. Generally speaking our equipment is super reliable, but gremlins can show up when you least expect them and good old Murphy's Law is always lurking in the background waiting to surprise you when you least expect it too!

Try to practice the three "C" s: be careful, be cautious and be courteous when at the field. Hope you have a good flying season and get to enjoy some wonderful warm weather that is some much better that the extreme cold that we have experienced this winter. It must be my age but I sure do feel the cold this winter. I have shoveled enough snow for this year! Now the grass waits for us all, for sure. Have you finished a new model? Have you renovated an old model? Whatever just bring it to the next meeting for show and tell!

## PRESIDENT'S REPORT April 2007

Wonderful news! The Beverly Community Centre contract is a go for May to October. Werner Klebert, Dick Fahey and I participated in an informative meeting with Alan Carey and the director. There are a number of conditions that must be followed. They are as follows:

1. Members of SOGGI can fly at the site between the hours of dawn to dusk during the week. Note: This provision maybe relaxed during the weekends depending on whether the flying areas (the soccer fields) are being used.
2. If the soccer fields are occupied for games or practice then no flying would take place at that time. Scheduled activities have priority over any flying activities.
3. If during a flying session, a team or members arrive to play or practice, then all flying would cease for the day. This condition recognizes that these teams have first priority to the soccer fields. If they finish and leave then flying may resume.
4. If field maintenance or grass cutting takes place then flying to cease until the work is completed.
5. Members flying at the site are responsible for frequency control at all times.  
Note: It is highly recommended that members bring along a frequency board that also has the warning sign fixed to it. Our insurance is not valid unless the warning sign is prominently displayed.
6. All members will display their MAAC membership card and their SOGGI card.

7. Any unsafe conditions such as dogs or persons accessing the site will result in no flying until conditions change. Note: Persons maybe informed and directed as to the extent of the activity so as to make the conditions safe for all.
8. A temporary sign can be posted indicating that the SOGGI members have authority to fly at this site. The general public is prohibited according to Bylaw 01-219.
9. Any other conditions can be imposed by the City or management to control the flying activity at any time. Note: These issues should be forwarded to the executive to resolve if necessary.

Since this is our first year at the Beverly Community Centre as SOGGI, it is hoped that all members will present themselves as model flyers who are responsible, courteous, and respectful of their privilege to fly at this site. HOPEFULLY the site will provide some more opportunities for our members to enjoy this wonderful hobby!

Lastly, just a reminder that until we receive official word on the condition of the sod farms there is no flying at any site as yet. You will be notified as soon as conditions are OK! Otherwise I hope you have a great flying season and get out and participate at some of the contests and fun-flies. Remember to fly with pride and protection! Join now to get in on the fun!

## Minutes of Meeting, February 11 2007 at Rockton Library

Stan Shaw called the meeting to order at 2.15 PM. There were 15 members present. Minutes of the January meeting were read by Stan Shaw. Motion to accept minutes as read, proposed by Werner Klebert, seconded by Dick Colley. Motion carried

### Business arising from the minutes:

Beverly Centre: Al Kerry from the Hamilton Recreation dept. advised Stan of a proposal from the legal department. Stan will meet with Al Kerry to add any SOGGI amendments to the proposal. Stan was given permission from the club to pay fee of \$150.00 for a six month period to fly at Beverly Centre in 2007.

**Field Signs:** Stan talked to Julean about printing out signs and purchasing plastic backer boards. The club will need four signs. Julean has some plastic pieces for \$5.00 a sheet. Motion to purchase the plastic from Julian. Made by Stu Watson seconded by Dick Colley. Motion Passed.

Signs required for Westover, Ben Schouten, Fletcher Road and one extra sign to be used as needed.

Westover sign to be affixed to the post with the Conservation Authority sign. Ben Schouten's place sign at the entrance way to the lane or half way up the lane. It was mentioned that a post be installed at Schouten's property for posting of SOGGI signs. With Ben's permission Fletcher mount sign near the parking area on a tree.

Dick Fahey said that the sign idea came from the AMA's insurance carrier. MAAC decided to make the posting of signs a part of their Safety Code.

### New Business:

Any one running a sanctioned contest must be certified by MAAC This involves filling out an application form for a contest director. As of 2007 all contest CD's are certified.

Indoor contest rules for March 2007.

Open class, all balsa, 16 inch max wing span. Table top (carrier) landings.

Proposed rules for the F5J open class Electric glider contest.

Limit the power of the motor. By using a watt meter and a tachometer to find a power rating. This could be used to make sure all planes have the same or less power rating. Juri Vosu said he has a combination watt meter, tachometer he purchased for about \$100.00.

Dick Fahey had an RC bumper sticker he said could be purchased at the next meeting. This idea of an RC bumper sticker was around a few years back and Dick is trying to revive it to promote the RC hobby.

Fields:

It was mentioned that MAAC requires a field diagram for each flying site registered by SOGGI. The information will be forwarded to MAAC in the future. Schouten's, Fletcher Road, Westover, Nebo Road and Beverly Centre. At the March meeting Stan will have sample field layouts.

Stan Shaw will contact Mount Hope airport about the minimum distance an RC field has to be from the center of an airport

**Safety Code:**

SOGGI has to abide by the MAAC safety code where ever possible.

The following was discussed.

Dick Colley made a motion to empower the safety committee to appoint a Safety officer if they feel one is necessary as the case may be. Seconded by Derek Hartwell motion passed.

**Safety Officer:**

A: Do we need a safety officer to oversee SOGGI safety rules, but not necessarily be on the field as a safety officer.

B: Who qualifies as a safety officer?

C: Contest CD is safety officer for the event they are running

D: All members who have their wings can be safety officers.

E: On any given day the first pilot to arrive at the field would be the safety officer.

F: MAAC does not mention a safety officer in their safety code.

A diagram showing parking areas, flight lines, no fly zones, winch and high start positions for each field. Pertaining to Gliders and Electric air craft.

Bob Hammett talked about his draft document. Which the safety committee used as a guideline to accommodate MAAC rules with SOGGI rules at the Winchester Arms.

SOOGI has three types of air craft that we fly.

Rubber, Electric and Gliders.

Meeting closed at 3.50 PM

Show and tell:

Stan Shaw had an ARF 2 meter Spirt Elite which he converted to an electric sail plane.

## **Minutes of Meeting, March 11 2007 at Rockton Library**

Stan Shaw called the meeting to order at 2.15 PM. There were 18 members present. Minutes of the February meeting were read by Stan Shaw. Motion to accept minutes as read, proposed by Stew Watson, seconded by Werner Klebert

**Business arising from the minutes:**

Beverly Centre up date there were several changes to the proposed SOGGI application. The cost would be \$25.00 per week. SOGGI would have access to the buildings at the centre. SOGGI would be responsible for all persons on the flying site. Stan said he would be in touch with the Hamilton Parks department and report back next meeting. SOGGI can not accept the terms of the contract with these changes

Stan hopes to purchase the plastic sheets for the field signs.

Hamilton Airport notification regarding MAAC safety code requirements.

MAAC Safety Code 4.4 RC Field Etiquette: Line 6

If R/C modelers fly their model aircraft within 10 Km. of the centre of an Airport, notice will be given to the airport authority and / tower. A spotter shall be used to avoid having models fly in the proximity of full size aircraft.

A motion to strike from the February minutes that Stan Shaw contact the Hamilton Airport about the minimum flying distance from the centre of the air port for RC aircraft. Proposed Cliff English Seconded Juri Vosu Motion passed all in favor.

Rob Nelson said he is able to get an accurate distance from the airport to Schoutens farm. Rob will pass this information on to Stan Shaw.

Stan Shaw drew up the field layouts for Fletcher Road and Ben Schouten`s sod farms. The field lay outs will be published in the Task and sent to all members.

**New Business:**

Dick Fahey suggested that hobby stores give out any club pamphlets to any one buying a park flyer RC plane. This would give a new person to the hobby information as to where and how to get started flying in safe manor.

Bill Woodward talked about the Trillium Grant Foundation an organization which gives grants to non profit organization who promote recreational activities. Bill noted that an RC club had obtained a grant to pave the runway at their field. The Cambridge Club hopes to get a grant to buy field equipment.

The indoor flying contest will take place at the April meeting.

The EMFSO AGM meeting will take place on March 31, at the Toronto Museum, Downsview.

Meeting closed at 3.50 PM

**Show and tell:**

For the F5J Open Class Electric-Powered glider contest Juri Vosu showed how his E Meter made by Hyperion measured RPM of a prop. He set up a motor and used a cell shield to control the motor instead of a transmitter and a servo. The cell shield is used to protect Li Po cells from being discharged to a low voltage.

**Minutes of Meeting, April 2007 at Rockton Library**

Stan Shaw called the meeting to order at 2.15 PM. There were 8 members present. Minutes of the March meeting were read by Stan Shaw. Motion to accept minutes as read, proposed by Dick Colley, seconded by Derek Hartwell

**Business arising from the minutes:**

Beverly Centre update Stan Shaw met with Al Carey and signed a contract giving SOOGI the right to use the Beverly Centre as a flying field from May 1 2007 to October 31 2007.

**Conditions for use of the Beverly Community Centre:**

- 1: Members of SOOGI would be able to fly between the hours of dawn and dusk during the week only. (Note: soccer schedules are not known at this time.)
- 2: If soccer fields are being used for games or practice then no flying.
- 3: If during a flying session a team or members arrive to play, then all flying to cease for the day
- 4: If field maintenance of grass cutting takes place then flying ceases until the work is completed.
- 5: Members flying at the site are responsible for frequency control at all times. (Note: It is suggested that the frequency board and warning sign be available so it may be posted as require by the MAAC Safety Code.)
- 6: All members will display their MAAC membership card and their SOOGI card to signify their right to access the flying site, i.e. the soccer fields or the adjacent open fields. (Note: the no fly zone covers the parking area, the arena building, the football stadium and the highway.)
- 7: Any unsafe conditions such as dogs or persons accessing the site will result in no flying until conditions are safe again. (Note: Persons should be informed of the situation and directed to a safe distance away from the actual flying site.)
- 8: A temporary sign can be posted indicating that only a SOGGI member has the authority to fly at this site. The general public is prohibited according to City Bylaw 01-219.
- 9: Any other conditions can be imposed by the City or Beverly Centre Supervisor or manger to control the limit of flying activity at any time.

It was suggested that an A frame type of sign be used. This could be hinged for easy storage. One side would have the frequencies and the other side the waning sign as requested by MAAC.

Dick Colley will inquire about storing the sign at the Community Centre.

Stan suggested that the club invite Al Carey and the Director of Parks for the city to come to a demonstration of flying RC planes.

Cliff to send into MAAC the field application for the Community Centre site.

**New Business:**

Werner Klebert made up business cards for SOGGI. He also distributed new frequency pins.

**Field:**

All of the layouts for all the flying sites have been approved. Dick Colley will send out copies of the field layouts to all members Signs for Ben Schoutens and Fletcher Road will be posted by Werner Klebert. Derek Hartwell will contact Ben Shoutens regarding flying for 2007.

**Treasurers report:**

Michael Kastelein reported we have a balance of \$2408.00. Michael will check with MAAC on all SOGGI members having a 2007 MAAC Membership.

Werner Klebert suggested that the dues for 2008 be raised.

It was suggested that a member paying late be penalized. After January 31 he would be fined \$10.00. It was suggested that to join or renew a SOOGI membership you must show proof of a current MAAC membership to the treasurer.

Dick Colley motioned that the topic of dues for 2008 be deferred to the October meeting. Seconded by Cliff English.

**Radio frequencies:**

Spectrum and Futaba have the newest in high tech radios which find unused frequencies. Any person using this type of radios would still be required to put their frequency pin on the frequency board.

Meeting closed at 3.50 PM

Now this is Flying

Larry Walters is among the relatively few who have actually turned their dreams into reality. His story is true, though you may find it hard to believe. Larry was a truck driver, but his lifelong dream was to fly. When he graduated from high school, he joined the Air Force in hopes of becoming a pilot. Unfortunately, poor eyesight disqualified him. So when he finally left the service, he had to satisfy himself with watching others fly the fighter jets that crisscrossed the skies over his backyard. As he sat there in his lawn chair, he dreamed about the magic of flying.

Then one day, Larry Walters got an idea. He went down to the local army-navy surplus store and bought a tank of helium and forty-five weather balloons. These were not your brightly coloured party balloons; these were heave-duty spheres measuring more than four feet across when fully inflated. Back in his yard, Larry used straps to attach the balloons to his lawn chair, the kind you might have in your own back yard.

He anchored the chair to the bumper of his jeep and inflated the balloons with helium. Then he packed some sandwiches and drinks and loaded a BB gun, figuring he could pop a few of those balloons when it was time to return to earth. His preparations complete, Larry Walters sat in his chair and cut the anchoring cord. His plan was to lazily float back down to terra firma. But things didn't quite work out that way.

When Larry cut the cord, he didn't float lazily up; he shot up as if fired from a cannon! Nor did he go up a couple hundred feet. He climbed and climbed until he finally leveled off at eleven thousand feet! At that height, he could hardly risk deflating any of the balloons, lest he unbalance the load and really experience flying! So he stayed up there, sailing around for fourteen hours, totally at a loss as to how to get down.

Eventually, Larry drifted into the approach corridor for Los Angeles International Airport. A pilot radioed the tower about passing a guy in a lawn chair at eleven thousand feet with a gun in his lap. (Now there's a conversation I'd have given anything to have heard!)

LAX is right on the ocean, and you may know that at nightfall, the winds on the coast begin to change. So, as dusk fell, Larry began drifting out to sea.

At that point, the Navy dispatched a helicopter to rescue him. But the rescue team had a hard time getting to him, because the draft from their propeller kept pushing his home made contraption farther and farther away. Eventually they were able to hover over him and drop a rescue line with which they gradually hauled him back to earth.

As soon as Larry hit the ground, he was arrested. But as he was being led away in handcuffs, a television reporter called out, "Mr. Walters, why'd you do it?" Larry stopped, eyed the man, and then replied nonchalantly, "A man can't just sit around."

# 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!

## Aerodynamics

From Lilienthal (1892) to Junkers (1910), the creation of lift was the leading thought that gave all constructs their form. Even the empennage should create lift. The making of airfoils for wings and empennage reflected the strong camber of a bird's airfoil, that Lilienthal had realized and measured as best for creating maximum lift.

The creation of lift was emphasized in 1852 through by Magnus. Magnus, who as an artillery officer studied the flight of rotating projectiles in crosswinds, gave the correct explanation for the projectiles missing the targets. Rotation and crosswind gave a force perpendicular to the flight direction: Lift. That phenomenon (known today as the Magnus effect) can be clearly observed on "cut" tennis balls or "sliced" golf balls. A cylinder revolving on its axis (with circular flow lines, whose speed is inversely proportional to the radius) will be brought into a parallel flow, so that the local speeds overlap. An asymmetric flow line is created in regards to the horizontal, that means lift, a symmetry remains in regard to the verticals, and so no resistance is created. If you envision the image distorted through a mathematical trick, then from the circle you will get the Joukowski Airfoil. This transformation is also easily achieved through drawing.

If you write the circulation  $\Gamma = 2\pi r w$  then the lift is (discovered independently by Kutta and Joukowski):

$L = sbv\Gamma$  Or when the stagnation pressure,  $q = \frac{1}{2}\rho v^2$  is introduced and  $2r = t$  substituted with  $F = bt$

$$L = sbv \cdot (2\pi r w) = \frac{2\pi w}{v} \cdot \frac{\rho v^2}{2} \cdot bt = c_l q F \quad \text{Where } c_l = \alpha \frac{dc_l}{d\alpha} \text{ with } \alpha = \frac{w}{v} \text{ and } \frac{dc_l}{d\alpha} = 2\pi$$

**Interesting Pictures: PLEASE send some in!**



For Sale: Want Ads: Personals

**For Sale:**

Ka-8b Flair 3.75 meter span ready to go for \$500.00:



Budd's ASK-18 for \$450.00.

Also the ASW-20 is going to do lots of flying this season but I may sell it later on in the year for \$350.00.

Stan Shaw

(519)-763-7111

[stanley.shaw@sympatico.ca](mailto:stanley.shaw@sympatico.ca)

For Sale:

ProRunner 118" **\$180**

Windrifter 111" **\$150**

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

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 Spring Project

Tension Gauge for Hi-Starts

Foam Wing Cutter – Computer Driven

Aircraft Locator for Model Planes (ALMA Project)

## 2006 SOGGI Executive

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**Deadline for June Issue of Task: May 22nd 2007**

## 2007 Calendar of Events

Date	CD Name	Type of Contest	Club	Phone Number
Sunday, May 20, 2007	Stan Shaw	Instructor/winch Day	SOGGI	519-763-7111
Saturday, May 26, 2007	Jim Donnelly	Aerotow Season opener	C.M.A.S Fergus	519-941-1582
Sunday, May 27, 2007				
Sunday, May 27, 2007		2 Meter Sailplane	COGG	
Saturday, June 02, 2007	Tony Paladino	Aerotow Demo	Woodstock	519-537-7780
Sunday, June 03, 2007		Electric Sport Sailplane	COGG	
Saturday, June 09, 2007	Dick Colley	Aerotow	C.M.A.S Springvale	905-689-7761
Sunday, June 10, 2007				
Saturday, June 16, 2007	Dick Colley	Budd's Golden Oldies	SOGGI	905-689-7761
Saturday, June 23, 2007	Bill Woodward	DMFV Cup	C.M.A.S Fergus	519-653-4251
Sunday, June 24, 2007				
Sunday, June 24, 2007		Open man-on-man	COGG	
Saturday, July 07, 2007	Otakar Koprnický	Electric Fun-Fly	SOGGI	519-740-9504
Saturday, July 07, 2007	Al Cordy	Aerotow	Kawartha Lakes FC	705-328-2791
Sunday, July 08, 2007		sailplane open	COGG	
Sunday, July 15, 2007	Dick Colley	Otto Bandman Memorial	SOGGI	905-689-7761
Saturday, July 21, 2007	Dick Colley	Aerotow	2007 Can/Am Aerotow	905-689-7761
Sunday, July 22, 2007				
Sunday, August 05, 2007	Werner Klebert	2-M contest	SOGGI	905-578-9431
Saturday, August 11, 2007	Frank Pilih	Aerotow	Oakville Club	416-251-1619
Sunday, August 12, 2007				
Sunday, August 19, 2007		Sailplane Open RES	COGG	
Saturday, August 25, 2007	Dick Colley		C.M.A.S Springvale	905-689-7761
Sunday, August 26, 2007				
Sunday, September 02, 2007	Dick Colley	Big Bird Bash	SOGGI	905-689-7761
Saturday, September 08, 2007	Gudmund Thomson	Aerotow Arnprior	Ottawa Club	613-837-0848
Sunday, September 09, 2007				
Sunday, September 09, 2007		Electric Sport Sailplane	COGG	
Sunday, September 16, 2007	Bob Hammett	Free flight fun-fly	SOGGI	TBA
Sunday, September 16, 2007		Open Sailplane	COGG	
Saturday, September 22, 2007	Jim Donnelly	Aerotow	C.M.A.S Fergus	519-941-1582
Sunday, September 23, 2007				

