

TASK

Volume 23 Issue 4

September 2007

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The Sun sets on the Greens Road Flying Field *The Mile-High Club causes a stir*

September is generally a time to pack the kids off to school, pack the significant other off to her Mothers and pack in as much flying as you can before the weather cools down. There is something about the gentle warmth of the late September sunshine when the light thermal breezes swirl in from the south that gives a “special” feel to the flights that we enjoy and will continue to enjoy through the long winter months.

The flying season for 2007 was a funny time – maybe strange is a better word. Probably it was the unpredictability. It rained when it was supposed to be dry, it was windy when it should have been calm, it was cold when it should have been warm and it was hot when it should have been warm. The Wednesday fliers showed up on Tuesday, the Sunday fliers switched to Saturday and Doug Wilkins flew every day.

A new wrinkle added this year to our flying experience is the How-High Club started by Bob Hammett (It must be a Freudian slip but I always seem to refer to it as the Mile high club – a totally different flight achievement). Bob has managed to set the upper limit and other flyers have taken up the challenge – the results are posted on the website and are truly spectacular.

On September 16th the Free-flyers held their open house. Flying conditions were excellent and a number of entertaining flights were witnessed. At midday, the participants and spectators headed off to the Warplanes Heritage Museum for lunch and a look at the planes, many of which were flying and taking people on joy rides. Not having the required taxi fare in my pocket I had to make do with a tour of the Lanc. when it was on the ground – but I got to sit in the pilots seat! A great time was had by all.

The Fall meetings kick-off on the 14th October at the Library Hall in Rockton. This will be a busy time this year for we will be addressing major changes to the executive, the perennial task of lining up flying fields and rationalizing the fee structure for future years. There will be a lot to talk about so be there and have your say – don’t let others speak for you (where have I heard that before?)



PRESIDENT WRITES WORDS: *PREVIOUSLY* 'SPEAKS'

Well the flying season has been quite good this year in spite of two cancelled events due to high winds. I think picking the dates via the Farmer's Almanac did help us a bit. Maybe next year the weather will get calmer and hotter on our contest days! With the Global warming continuing it is possible that one day we may be flying in our short sleeves in January!

With only the Big Bird Bash remaining this season, I hope everyone has had a chance to participant in one of the club's events. Unexpectedly we had a group from COGG visit our Open contest on Aug.5th and they had a good time trying their best. Dick Colley and Werner Klebert managed the CD duties very well and everyone hopefully enjoyed themselves. Our own Rob Nelson won the contest with his Olly II and the Otto Bandmann trophy for this year. I hope to present it to him at the Big Bird Bash.

Hopefully some of our members, besides Warren Kelly, have enjoyed sport flying at the Beverly Community Center on Highway #8 near Rockton. I have been out several times at that site and found almost no one around during the week. Please use the frequency board and warning sign that is stored on the side of the washroom. The combination to the lock is 33-11-5. If an accident should occur, heaven forbid, you better be following the safety code and field rules. Just remember that the modeler pays \$500.00 first and MAAC pays \$1500.00 deductible for any accident claim. If you are not following the safety code then chances are the claims will be denied. Can you afford not too?

There have been several STD days at the field according to Jeff Cole. They are better known as a "super thermal day". According to Dick Colley we have a major sink hole located just behind the hill that came in existence the week of August 16th, 2007. The picture was quite scary as the hole could swallow your small model! I hope you can make it out for Bob Hammett's free flight day on Sept.16th. It should prove to be entertaining watching the rubber powered model do their flights.

Lastly it has been a challenging year for the executive members. Michael Kastelein and member Rob Nelson have moved into new homes. Werner Klebert hasn't finished his ASW-15 scale glider, and your truly has taken over the joint Chairmanship of the R/C and Scale Sailplane committee for MAAC. If you haven't noticed there is an F3J Team trial in August out in B.C. Read more on that in the MAAC magazine. There appears to be no interest in Ontario for this aspect of R/C sailplane activity based on the lack of most Ontario member participation.

Finally I am stepping down as President this year due to the other responsibilities. Presently I am President of the Royland Model Flyers in Fergus. This club is a closed club with seven members flying out of Reg Walser's private airstrip. It is a chartered club with MAAC and entertains Scale Sailplane aerotow events three times a year much like SOGGI hosted two Springvale aerotow events. At this time, I would like to pass along CMAS thanks for SOGGI hosting the two Springvale aerotow events in 2007. CMAS appreciates the interest and support that SOGGI has given this year to aerotow events.

From the Cockpit by Don McGovern, Editor of Flying Models, September 1970!

"What is it that makes a modeler devote his entire life to flying model aircraft? Why is it so common to see an old friend return to active modeling after years away from the sport? Why do most neighborhood club groups fade into obscurity in three meetings while model aircraft clubs count the years by decades and quarter centuries?"

"Possibly because this sport has far more to offer than your neighbors can ever hope to see. Perhaps more to offer than you even realized yourself, though I have no doubt you've already found many side benefits."

"It fulfills your desire to create. In many cases in working for industry you become an expert in one particular function, a designer of left handed frames pins, but never can lay claim to the entire design as your own. Or if you're an airline pilot, there's a degree of frustration in never being able to rack around a 777 for fear of spilling the soup, or perhaps as a student you have a burning love of aviation and find in modeling a quick path towards knowledge and good friends with a common interest."

"Modeling is certainly all of these and more. To master it we must master many skills, and gain a working knowledge of a great many more. It first teaches us safety. An airplane is an accident waiting to happen, but we can master it almost by exercising care and judgment. And so we must learn all about the weather and what the winds will do. We must build a stronger, lighter aircraft and learn of stress and strain. Then there's the electronics to understand, the forces of flight, fine craftsmanship, the designing and drafting, the making of friends, club competition and participation, teamwork, a touch with a camera, a bit of chemistry, the reading of books, the cross-country exercise that only a wandering Free-Flight model can offer, and always the driving desire to build a better aircraft. And when you do, sooner or later you turn to more advanced and unusual types, something to advance the state of the art. There is no end!"

"A modeler can seek any level of building he wishes. Each flyer tends to do best when he specializes in a single category, be it Scale or Contest, Soarer or Simple. It's a fine sport with vast educational potential and to heck with what the neighbors think."

Club Day Contest August 5th 2007, Two Meter and Open Contest

The Otto Bandmann Memorial Club Day that got delayed due to the windy weather conditions finally got organized on Sunday August 5th, at Ben's Sod farm. As the conditions were quite marginal on July 21st morning, the flyers decided to cancel the O.B event. However the weather conditions turned out to be quite challenging on the 5th. The

wind blew in from the north-east which meant we walked a lot from the parking area. However the wind continued to blow in that direction in the afternoon reducing the time for retrieving the chutes somewhat! The clouds moved in later in the morning giving the flyers lots of work to find the elusive thermals.

A bigger surprise was the arrival of the COGG competitors, namely Neil Tinker, Bob Sherliker, Joseph Banial, and Alexi. They came with their own winches and high-tech models like the Superior Pike, the Graphite F3J and the Avia. Mind you they did bring a Gentle Lady and Open Scooter to balance the fleet! It was interesting to see that some of the older designs did quite well against the high-tech models. The inter club rivalry was a good sign of just how serious these pilots are about their flying. It was most interesting to watch the launching techniques used by the high-tech flyers. Using the extra power of monofilament line and a ping and zoom technique they would consistently achieve 700 to 800 foot heights on launching. This would give them more time to search for thermals and gain the extra flight duration. Four winches and a hi-start were set up for the event.

With CD's Werner Klebert for 2-Metre and Dick Colley for OB and Open working together, things got organized in a timely fashion. The tasks were 3, 5, 8, and 10 minute precision duration with a 25 point bonus for landing inside a 10 meter tape. With the very dry grass conditions the planes would slide through the circle quite easily. Any heavy landing would result in serious damage. Just ask Stan Shaw, when he arrived too hot and heavy and broke off the nose of his Mistral. He finished off the contest with his Bird of

Time. Neil Tinker managed to crash his three-meter Scooter model almost at the field boundary bending his 3/8 inch wing rod but with no other damage, but put him out serious contention in Open class.

A brief analyzes of the scores reveals just how challenging the day was for most of the flyers. For the 2- Meter contest the first round the average score was 140 points, 226 points for the second round, 372 points for the third round, (the highest round) and 204 points for round four. First place went to Otakar Koprnicky with 1155 points, second place to Joe Banial with 1135 points and third place to Werner Klebert with 1076 points.

For the Open Class the scores revealed a higher score on average. For round one 86% of the flyers achieved the max score of 213 points or 183 points on average. Round two saw 76% of the flyers get an average of 247 points. However only 49% of the flyers got the average of 248 points in round three (8 min max) and only 37% got an average of 229 points in the 10 minute round four.

In summary the Open Class models achieved 86% vs 65%; 76% vs 70%; 49% vs. 64% for the 8 minute task, and 37% vs. 33% for the ten minute task. The morale of the story is that bigger is not always best nor is high-tech; but you might have guessed that by now if you have followed the narrative up to this point. Rob Nelson won with his Olly II! Little sand-bagging was in evidence at times as the conditions changed; however, the contest was well run and proved to be quite enjoyable for most of the flyers. Would you believe that the rain came just after we had made the presentations to the winners? Thanks Dick for doing a fine job as Contest Director!

The winners of the Otto Bondman contest are: Rob Nelson, 1st place, Stan Shaw, 2nd place and Werner Hildesheim, 3rd place. Congratulations to all the winners!

The winners of the Open contest were: Rob Nelson, 1st place, Alexei Nadareyovitch, 2nd place; and Bob Sherliker, 3rd place. Congratulations to all the winners

A special thanks to Werner Klebert for preparing the certificates for the winners!! They saved us considerable money which the contestants got back as prize money as well... So until the Big Bird Bash, enjoy the summer weather and get out and fly, fly, and practice whatever pleases you the most!

2 – Meter Contest

Name:	round1	round 2	round 3	round 4	total pts	
Otakar Koprnicky	122	317	503	213	1155	
Joe Banial	179	323	330	303	1135	
Werner Klebert	203	221	479	173	1076	
Neil Tinker	32	314	472	0	818	
Rob Nelson	146	165	153	274	738	
Dick Colley	168	194	138	141	641	
Derek Hartwell	80	174	115	125	494	
Stan Shaw	188	103	0	0	291	

Otto Bandman Memorial/Club Day and Open Contest

Rob Nelson	180	274	294	471	1219	Club 1 st
Alex Nadareyovitch	202	324	478	211	1215	
Bob Sherliker	203	299	505	157	1164	
Mike Kucera	205	318	228	270	1021	
Ivan Marchenko	193	246	222	272	933	
Joe Banial	204	325	185	192	906	
Stan Shaw	203	285	158	198	844	Club 2 nd
Werner Hildesheim	173	120	220	299	812	Club 3 rd
Neil Tinker	186	322	178	0	686	
Dick Colley	179	110	159	145	593	
Cliff English	85	90	101	84	360	

SOGGI Big Bird Bash, Sept.2, 2007, Report by Stan Shaw

Can you believe that fifteen pilots showed up to fly Open class at the SOGGI field? The day came with just perfect weather with light variable winds that mostly came from the south and lots of sunshine! How lucky can you be! Werner Klebert was the C.D. along with Stan Shaw. Dick Colley unfortunately could not stay the day because of the unexpected passing of his Brother, who was in his 82nd year.

On behalf of the members of the club, we wish to express our heartfelt sympathy to you Dick, on the loss of your brother. I know the feeling having lost my older brother to cancer when he was only 60.

Anyway, with Werner Kleberts persuasion, we also ran the R.E.S. Class and Best Sportsman event. The task was a ten minute precision duration with a 25 point landing bonus if you made it inside the tape. There were 3 rounds with the fourth to be decided later. After the third round the majority opted for a 15 minute task! One pop-off per round was allowed and the field boundaries were set. Surprisingly only one frequency conflict occurred. However, Mike Kucera was able to change crystals and we were away to the races. Four winches were set up to the south end of the field as well.

The R.E.S. class of models made a respectable showing compared to the high-tech ones. The surprise of the day was Derek Hartwell flying the Riser. He managed to get the best thermals of the day and even got the fifteen minute maximum flight to win the class. He also won the Best Sportsman award for the day. Congratulations Derek on a great day of spectacular flying. Derek will remember this day because he never flew so high so long!

Congratulations go to Joseph Banial who won Open class! Werner gave out the beautiful certificates that he had prepared and framed as well. Stan Shaw gave out the cash awards and thanked everyone for coming out and making the event another great successful and satisfying day of wonderful flying! The flying conditions were almost perfect!

Speaking of having an entertaining day, it should be noted that even with the contest underway, we had a number of members who came out to the field to enjoy the gorgeous weather conditions and fly either gliders or electric-powered gliders. Jeff Coles was able to get his discus launch glider to enormous heights in the early afternoon lift, as did Joseph Fiore with his electric. Doug Wilkins flew his flying wing before the contest. I believe one other member flew an electric B.O.T as well. We had some spectators pop in to view the activities as well. They were well briefed by our members on the proceedings.

The most interesting thing about the situation was the how well the two groups, the competitors and the sports flyers got along together! Surprise, surprise, the two groups did not bad mouth each other! The times are a changing for sure!

While the actual contest finished with fourteen active flyers, with five in R.E.S., the caliber of flying was quite good. The C.O.G.G. flyers namely Helmut Berger, Bob Sherliker, Alex, Tony Boothman, who came from Barrie; and Joseph Banial helped make the event a success with their spectacular ping and zoom launches. We had no serious crashes or damage to the models. A special mention should be made about John Clemmer, who came from Hanover and is a member of the Fergus Club, flying his Multiplex Flamingo model on the winch for the first time. Previously he has flown the model on aero-tow successfully and wanted some experience with winches and contests.

Just a few words on the actual flying conditions and the flyers performance would be appropriate because of the excellent weather conditions. In the Open class Joe Banial did an excellent work achieving almost a perfect flying score of 2743 out of 2800 points! Tony Boothman came in second with 2503 flying a modified Sagitta. What is even more amazing was that in the last round which had a 15 minute max that nine out of fourteen pilots managed a Max flight!

Derek Hartwell had three max flights to win the RES class with a score of 2052! Congratulations to all the winners on their excellent showing!

Finally a big thank you goes to the contest director Werner Klebert who worked hard to keep the scores up to date and provided the table of results listed below.

Big Bird Bash Open - RES

Name: OPEN	Round 1 10 min. max			Round 2 10 min. max			Round 3 10 min. max			Round 4 15 min. max			Grand Total	Rank
	Time mm:ss	Landing In/Out	Points	Time mm:ss	Landing In/Out	Points	Time mm:ss	Landing In/Out	Points	Time mm:ss	Landing In/Out	points		
Jozef Banial	09 : 58	In	823	10 : 00	In	825	09 : 05	In	570	15 : 00	In	925	2743	1
Tony Boothman	06 : 34	OUT	394	09 : 59	OUT	599	10 : 05	OUT	595	15 : 10	In	915	2603	2
Ivan Marchenko	09 : 51	In	818	04 : 01	OUT	241	10 : 10	In	815	15 : 19	In	908	2378	3
Alex ?	10 : 08	OUT	592	03 : 10	In	215	09 : 58	In	623	14 : 50	In	915	2346	0
Mike Kucera	02 : 55	OUT	175	10 : 01	In	824	10 : 01	OUT	599	14 : 58	OUT	896	2294	5
Bob Sherliker	08 : 00	In	385	03 : 55	OUT	235	09 : 30	OUT	570	14 : 47	In	912	2102	8
Helmut Berger	06 : 01	OUT	381	10 : 01	In	824	09 : 57	OUT	597	08 : 04	In	506	2081	7
Otakar K	05 : 25	in	350	02 : 20	In	185	09 : 45	In	810	08 : 26	OUT	508	1831	8
Joe Baltaza	03 : 23	OUT	203	10 : 00	OUT	800	01 : 48	In	133	03 : 06	OUT	188	1122	9
John Clemmer	03 : 38	OUT	218	02 : 14	~	134	01 : 52	OUT	112	03 : 01	OUT	181	643	10
Name: RES	Round 1 10 min. max			Round 2 10 min. max			Round 3 10 min. max			Round 4 15 min. max			Grand Total	Rank
	Time mm:ss	Landing In/Out	Points	Time mm:ss	Landing In/Out	Points	Time mm:ss	Landing In/Out	Points	Time mm:ss	Landing In/Out	Points		
Derek Hartwell	10 : 08	OUT	592	08 : 07	OUT	547	00 : 46	OUT	46	16 : 33	OUT	887	2062	0
Stan Shaw	06 : 46	In	431	03 : 34	In	239	02 : 40	In	185	15 : 00	In	925	1780	2
Werner Klebert	03 : 30	OUT	210	04 : 10	OUT	250	02 : 32	OUT	152	14 : 40	OUT	880	1482	3
Cliff English	01 : 59	OUT	119	02 : 38	OUT	158	08 : 38	OUT	518	00 : 35	OUT	N	830	4

Speaking of out-of-town flyers, some of them complained about the poor maps showing the club field location. We will have to address this map issue this year and offer better ones for sure. Map-quest to the rescue! But not everyone has a computer dummy! Perhaps our web site should show one in PDF format for each location?

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

For Sale:

1. Bird of Time, 3 meter span, with servos, asking \$75.00
2. Sagitta, 100 inch span, with extra unfinished fuselage, servos for Futaba rx, asking \$100.00
3. ~~Gemini, 100 inch span, three piece wing with spoilers, asking \$80.00~~ SOLD
4. Original design 2 meter span, asking \$50.00
5. ~~Egret, 2 meter span, asking \$50.00~~ SOLD
6. ~~60 inch hand launch design asking \$10.00~~ SOLD
7. Flying wing" Zagi" with Speed 400 motor, asking \$50.00
8. 7 rolls of various covering , asking \$10.00 per roll.
9. Astro 05 geared motor, asking \$45.00, large brushes.
10. Assorted fuselages for two meter or standard class, asking \$10.00

For more information contact Keith Armstrong at 905-627-4011

FOR SALE:

I have a finished Grand Esprit and Prancer (never flown) and an Aquila kit by Airtronics. I also have a Cumulus by Graupner (flown once).

Would there be anyone in your club that may have a use for these?

Yours truly,

John Moffatt Phone: 905-842-9826 e-mail jmoffatt@yahoo.ca

Dear Members:

I have received a number of models from Ann Lockwood since she is moving to Victoria, B.C. in August.

The proceeds of the sale will go to SOGGI and the Fergus Model Flyer treasury. If you are interested call me for more information.

Models are:

Alcyon with six servos for aileron and flaps \$125.00 with second wing;

Ninja slope glider with four servos for Futaba setup \$75.00;

Speed 400 glider with motor and controller \$75.00.

Cheers

Stan Shaw (519)-763-7111

stanley.shaw@sympatico.ca

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

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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)

HOW TO STAY YOUNG

1. Throw out nonessential numbers. This includes age, weight and height. Let the doctors worry about them. That is why you pay "them."
2. Keep only cheerful friends. The grouches pull you down.
3. Keep learning. Learn more about the computer, crafts, gardening, whatever. Never let the brain idle. "An idle mind is the devil's workshop." And the devil's name is Alzheimer's.
4. Enjoy the simple things.
5. Laugh often, long and loud. Laugh until you gasp for breath.
6. The tears happen.
Endure, grieve, and move on. The only person, who is with us our entire life, is ourselves. Be ALIVE while you are alive.
7. Surround yourself with what you love, whether it's family, pets, keep-sakes, music, plants, hobbies, whatever. Your home is your refuge.
8. Cherish your health: If it is good, preserve it. If it is unstable, improve it. If it is beyond what you can improve, get help.
- 9 Don't take guilt trips. Take a trip to the mall, even to the next county; to a foreign country but NOT to where the guilt is.
10. Tell the people you love that you love them, at every opportunity.

AND ALWAYS REMEMBER:

Life is not measured by the number of breaths we take, but by the moments that take our breath away.

We all need to live life to its fullest each day!!

2007 SOGGI Executive

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Deadline for December Issue of Task: November 22nd 2007

2007/8 Calendar of Events

2007

- **October 14** Members meeting Rockton Library 2:00pm
- **November 11** Members meeting Rockton Library 2:00pm
- **December 9** Members meeting Rockton Library 2:00pm

2008

- **January 13** Members meeting Rockton Library 2:00pm
- **February 10** Members meeting Rockton Library 2:00pm
- **March 8** Members meeting Rockton Library 2:00pm
- **April 12** Members meeting Rockton Library 2:00pm