



TASK



Volume 25 Issue 1

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Web pages: www.soggi.ca

Inside This Issue:

- The President speaks – G4 Simulator Primer
- The Old Workbench Blues – Glue that (them) Sticks
- How to maintain the Flying Fleet in today's turbulent times
- Events Calendar



Somewhere there's a Winch for us, a launch by winch for us!

A lending library has been established by the new club librarian Les Peer, who writes:

“A worthwhile collection of technical and inspirational video CD's, tapes, books, drawings, and magazines has been amassed. A spreadsheet listing the items available for one month loan by members is on the club website and available at club monthly meetings. Contact the librarian by telephone to arrange for items to be brought to meetings or to arrange for their collection.

Donation of items of interest to model fliers and builders of gliders, free flight and low power electrics are welcome at meetings and the field. The drawing collection is extensive with many classic glider and electric designs providing scratch builders with great winter projects. It is not too late to start building for this year's flying!”

The new flying season is approaching rapidly. Hope that you are well underway with the new projects – remember the old 80/20 rule (or was it the old 20/80 Rule?). *Project Managers know that 20 percent of the work (the first 10 percent and the last 10 percent) consume 80 percent of your time and resources. You can apply the 80/20 Rule to almost anything, from the science of management to the physical world.* Also to next seasons sailplanes!

The SOGGI Safety Rules have been updated to reflect the latest version of the MAAC Safety Code. Many thanks to Bob Hammett for his diligence in honing the revisions required to make the updates both useful and understandable.

Here is the **Washington Post's Mensa Invitational** which once again asked readers to take any word from the dictionary, alter it by adding, subtracting, or changing one letter, and supply a new definition.

The winners are:

1. **Cashtration (n.):** The act of buying a house, which renders the subject financially impotent for an indefinite period of time.
2. **Ignoranus:** A person who's both stupid and an a-hole.
3. **Intaxication:** Euphoria at getting a tax refund, which lasts until you realize **it was your money to start with.**
4. **Reintarnation:** Coming back to life as a hillbilly.
5. **Bozone (n.):** The substance surrounding stupid people that stops bright ideas from penetrating. The bozone layer, unfortunately, shows little sign of breaking down in the near future.

*The President Speaks:***Great Plains Real Flight G4 Simulator**

If you can already fly a model airplane, then you will enjoy flying this simulator. It offers variety and realism. Although it can never replace eventual flight instruction on real models, if you can't fly a model airplane yet then this simulator can help you to reach that goal much faster.

This article focuses on issues that will confront the first-time simulator pilot, and his computer geek. In addition to overall comments aimed at the general reader, this article provides some detailed shortcuts to be studied while setting up the software. As with any complex computer program, a fair amount of time is needed just to become familiar with the software. This is not a criticism, but merely an observation that in Real Flight, many things can be customized to suit your needs and tastes. Including time spent reading parts of the manual, I invested about 10 hours to set it up, tweak its performance, and install a subsequent upgrade. *Then I had a ball flying the airplanes.* Notwithstanding my few criticisms, Real Flight must be congratulated on an outstanding technical achievement. I consider the software to be a good purchase.

Computer Performance

Real Flight G4.5 owes as much to the video gaming world as it does to the world of model airplanes. In the gaming world, powerful computer hardware is the norm. Loading Real Flight onto my general-purpose middle aged computer presented no particular problem, but once installed the software would not initially run. On the advice of Dick Colley who had had the same experience, I added some RAM and a dedicated video card (\$55). My resulting "Gamer's" computer can now run the software just fine, provided a couple of other tweaks are applied to correct some minor "jerkiness" in the animation.

To correct "jerkiness", the computational load on the computer must be reduced. Several measures can be taken and they are presented here in recommended sequence; Choose <Simulation><Settings><Graphics><Quality>. The approx. 20 parameters contained here control enhancements to the scenery. Their values are therefore not critical to the simulation. Try reduced values for any or all of them. To aid you in these adjustments, when you mouse-over the value of each parameter, an on-screen explanation describes its' purpose.

Open the <Simulation><Settings><Graphics><Hardware> menu. Reduce the screen refresh rate to a relatively low setting (of say 60 Hz) and set "Fullscreen" = "Yes". Here you can also reduce your screen's pixel resolution although I suggest you only do this as a last resort because it degrades the depiction of the aircraft. Visual clarity then becomes a problem at long distances.

When running the simulation, you can toggle back and forth between Full Screen and Menu Screen using [ALT-Enter]. When running in Full Screen, the animation is smoother, but the menus are not accessible.

Flying Sites

Real Flight offers many flying sites to choose from. Go to <Simulation><Select Airport> and then choose an airport (e.g. "Thermal Park"). As far as I am aware, Thermal Park is the only Real Flight flying field that incorporates thermals into the general movement of air, and so it is the obvious choice for soaring pilots. To aid those who are thermally challenged, Real Flight has hung giant arrows in the Thermal Park sky and they point to wherever the air is presently rising. Just follow the giant arrows.

To adjust the thermal strength, frequency etc., choose <Simulator><Edit Thermal Park><Thermal Park><Objects><Thermal Emitter> and then play with the various parameters in the <Property> drop down box. Any modifications that you make to that airfield can be saved for future use under a new file name, without loss of the original file or it's default settings. To adjust the prevailing wind speed strength and direction, choose <Simulator><Edit Thermal Park><Thermal Park> and then adjust windspeed in the <Property> drop down box.

Visual Orientation

You may prefer a wider pilot's field of view than the default setting, which is only 30 degrees. Try <Simulation><Settings><Camera>"Minimum Field of View = 90". To ensure that you can always find the runway, choose <View><Zoom Type>"Keep Ground in View". On the Quick Tabs, enable "Binocular View" which provides a continuous close up view of the aircraft in one corner of the screen to help you when the "real" airplane is too far away to be seen clearly.

Aircraft

The basic G4 package offers 6 different sailplanes. These include (3) entry level or intermediate sailplanes, (1) advanced sailplane, (1) slope soarer plus (1) red-tailed hawk (yes, "hawk" as in "bird"). There are also numerous electric and gas powered aircraft to choose from, and these are undeniably the strength of Real Flight. As an ex-power flyer, I sometimes miss the noise, stink and excitement of a gas engine. Most of my simulator time was spent with the Extra300L precision acrobatic aircraft and some with the Spirit 100 intermediate sailplane. Real Flight has endowed each simulated aircraft with the same physics that govern the behaviour of its real life counterpart ... they have the same flying "feel".

And like any real life model, these airplanes are not necessarily trimmed or balanced when Real Flight hands them to you. Usually, you will need to re-trim and re-balance. In the case of the Extra300L, I also found it helpful to tweak the servo rates and increase the servo speed on the primary controls. All aircraft-related adjustments are made from the <Aircraft><Edit> menu. Modifications that you make to any aircraft can be saved under a different file name for future use, without loss of the original file or it's default settings.

Some Criticisms

There *are* some features that in my opinion need speedy attention from Real Flight.

Sailplane Launch

Real Flight appears to have added sailplanes to their retinue as an incomplete afterthought. A significant failing of the software is that it contains no realistic method for launching a sailplane; no hi-start, no winch, no aerotow. If realism is Real Flight's goal, then it must be said that the software fails in this regard.

Information that is not provided in the marketing literature or in the software manual, was eventually ferreted out by yours truly aided by Dick Colley. From aggrieved comments found in the Real Flight user's forum (<http://www.gpssoftware.com/discussionboard.htm>), we learned that by making corresponding modifications to each flying site and each aircraft, you can produce a simulated sailplane launch in any of 3 ways. I call these variations:

- "1. Shot from a cannon" (very exciting),
- "2. Instant materialization at altitude" (very unlikely) and
- "3. Adding a virtual engine to your sailplane".

I could not bring myself to try method 3., but if you can launch while holding your nose, the other two methods will get your sailplane into the sky. The detailed procedure for establishing the settings is too lengthy for inclusion here. Call me.

Thermal Park

If Thermal Park is the only field equipped with thermal generators for soaring, I wish the thermal-indicating-arrows could be toggled on/off. If there is a setting to do this I can't locate it. I find the arrows distracting, misleading, and they spoil the realism of the experience. I will concede that the arrows are good for training and for demonstration purposes.

Changing Control Modes

Virtually all real radio transmitters are designed to permit simple conversion from Mode One to Mode Two and vice versa. It is generally possible to remove the throttle stick's return-springs and ratchet from the RH transmitter stick, and install them on the LH stick (or vice versa). If you also move the associated wire harnesses from one stick to the other, you have changed that transmitter from Mode One to Mode Two (or vice versa).

To switch modes on the Real Flight dummy transmitter (i.e. the "Interlink Elite Controller"), it is not necessary to move wire harnesses from stick to stick, because the computer software contains a mapping menu which allows you to assign any function to the stick of your choice (<Controller><Channel Mapping>). Unhappily however, the dummy transmitter is mechanically designed to preclude moving the springs and ratchet from one stick to the other. So the throttle stick will keep returning to centre, and the elevator stick will stay wherever you left it last, thus destroying the "stick feel" for off-mode flyers.

An actual Mode One radio transmitter can connect to the software via a patchcord to a Mode Two Interlink. By mapping channels using the Real Flight software, your Mode One radio transmitter can then be used. Although they do offer a Mode One Interlink Elite Controller, in my opinion it would be a less obtuse marketing strategy if only one mechanical design of the Interlink Elite Controller were offered, equipped with a simple mechanical change-over of the springs and ratchet for those who want to so.

Bob Hammett

"Pear Drops were exciting because they had a dangerous taste. All of us were warned against eating them, and the result was that we ate them more than ever." – Roald Dahl

Minutes of Meeting, December 14 2008 at the Rockton Library

Bob Hammett called the meeting to order at 2.00 PM. There were 17 members present

1) Minutes:

Minutes of the November meeting were distributed by Cliff English. Motion to accept minutes Stew Watson seconded Peter Clarke. Motion passed

2) Treasurer's Report:

The Westover lease will be renewed when MAAC gives out an insurance certificate for the year 2009.

A donation of \$100.00 to the War Plane Heritage will be made by Bob Thayer.

.Bob Thayer said he has made up a tentative budget for 2009 based on dues being \$45.00. Derek Hartwell said he had purchased Xmas gifts for Ben Schouten, Pat McNally, Hamilton Sod.

3) Fields:

Werner Klebert talked to Peter at Hamilton Sod, he said Fletcher Road will be partially stripped and Nebo Road will be seeded in 2009. Depending on the weather we could fly from Nebo Road late in the summer.

4) Task & Web Site:

Les Peer passed out a list of available articles he has cataloged. Roy Auwaerter mentioned some sail plane tapes for the library. Installing a tracking system on the web site to track any DVD's and video tapes the club has. The task of digitizing articles from magazines would be split between Stan, Dick, Bob and Otakar

Les Peer to make a list of current files he has for the web site. Two Soaring DVD`s, one video plus a DVD from MAAC were given to Les.

5) Growing the Club

SOGGI to take part in the Heritage Con 3 show at the Canadian Warplane Heritage Museum on Sunday February 22 2009. This a plastic modelers static display event. We will have 2 display tables. At a cost of \$60.00.

Volunteers will be needed to man the display and set up on Saturday Feb 21 Bob planned on having a laptop computer to show a slide show of club activities, 1 flight simulator, 1 poster with club photos, two or three gliders on stands and a SOGGI banner for in front of the tables.

The following was offered by club members.

Derek Hartwell a Gentle Lady not covered to show how models are built. Warren Kelly an entry level sailplane

Otakar Koprinsky has a lap top to run a slide show. Les Peer a photographic tripod adapted to hold a display model.

Dick Fahey 2 display stands from MAAC

Warren or Dick to contact Ted Toth re: the loan of a scale free flight model. Bob Hammett Computer to run simulator Sam Burke art work for SOGGI banner. Dick Colley/ Stan Shaw look into supplying a large scale aerotow sailplane model.

Dick Fahey has provided the MAAC movie CD. Dick Colley a slide show CD of SOGGI flying sessions.

Dick Fahey had previously asked if SOGGI would promote MAAC promotional material at this event.

7) Events Calendar:

Bob thanked Otakar Koprinsky for arranging the SOGGI Xmas dinner at the Winchester Arms in Dundas.

We had large turnout about 40 people. All were well fed.

Contest dates for SOGGI were deferred to the January meeting. Warren Kelly asked if the number of free flight events could be increased in 2009.

The April indoor contest was discussed at length.

1: One design

- 2: Three tasks
- 3: Three rounds
- 4: Stan had a small RC controlled plane with miniature servos.
- 5: Bob had a balsa free flight with adjustable elevator and rudder.
- 6: Dick Fahey said he would bring a small glider kit to the next meeting.
- 7: The decision of which plane to build will be made at the January meeting.

8) New business:

The 2009 executive will be Bob Hammett President, Otakar Koprnický Vice President, Bob Thayer Treasurer, Peter Clarke Secretary and Dick Colley Editor.

Stan Shaw brought an old R.C. Pines booklet an introduction to sail planes. Stan asked weather the club could make up a similar booklet to be used as advertising tool at events like the Heritage Con 3 show. This would be an updated booklet with five to ten pages about gliders. This would be a project for 2009.

Motion to close Derek Hartwell seconded by Werner Klebert

Meeting closed at 3:10 PM

Minutes of SOGGI Membership Meeting, January 11, 2009

Rockton Community Centre

Meeting called to order 14:13

- 1 - Bob Hammett reported that Stuart Henderson is our newest member.
- 2 - Minutes of meeting held December 14, 2008 were discussed. Motion to accept the minutes.
- 3 - Treasurer Report – Bob Thayer presented a statement of operations and bank balance. After perusal of this report it was recommended that the amount of \$325.00 for property maintenance be increased to \$400.00 to cover any possible cost increases. Moved by Stan Shaw and Jack Linghome. This change resulted in a net income loss of \$75.00 to the proposed budget for 2009. The bank balance as of December 31, 2008 was \$2,748.69. Motion to accept this report with revision.
- 4 - Fields – Availability of fields previously used was discussed. Points were raised that (1) we are obligated to advice land owners of field use (2) Agreement to be signed by the field owner (3) field map to be signed off by owner. According to latest information Fletcher Road field to be partly stripped. Nebo Road field will be seeded in 2009 and may be available in late summer. Greens Road field not seeded so cannot use. Subject of field availability to be discussed at February meeting which is necessary to comply with event sanction documentation requirements.
- 5 - Task – Dick Colley reported that he has scanned some of the “Task” issues from 1990 – 1998. The suggestion of sharing the copying work resulted in 6 members – Bob Hammett, Stan Shaw, Dick Colley, Otakar Koprnický, Warren Kelly and Werner Hildesheim agreeing to digitize one year each of the “Task” back issues.
Dick Colley indicated he is still looking for articles of interest, photos, etc. for inclusion in future issues of the “Task”.
The website continues to be updated with various links, photos and U-tube exposure and the “Task”.

The club is still missing some VCR’s and DVD’s which were previously loaned to interested members. Jack Linghome suggested that possibly some members who might be in possession of these items were simply unaware, for various reasons, of the club’s need for their return. Otakar Koprnický will contact Joe Fiore with

regards to missing videos. Bob Hammett requested that a list be compiled of all club equipment. Les Peer to check and list all club assets. Warren Kelly to check the location of the club winch.

- 6 - Club growth – Bob Hammett spoke of the banner being created for the club which will be part of the static display at the HeritageCon3 event, February 22, 2009, at the Warplane Heritage. Bob Hammett felt it would be a nice gesture of appreciation to present a free one year membership to Sam Burke, the graphic artist involved with this banner. Moved by Dick Colley, seconded by Warren Kelly. Movies will also be shown together with a simulator program to be run on Bob's computer. Display stands to be provided by Dick Fahey from MAAC c/o Dick Colley. The use of tripods will be checked for model presentation. Otakar Koprnicky offered the use of his laptop for visual presentations and will also provide 2 covers for the display tables. Dick Colley will provide photos showing different models flown at events. Derek Hartwell offered his uncovered Gentle Lady for display. Warren Kelly will provide 2 free flight models and Stan Shaw his K8. The gliders displayed should generate a lot of interest. Soggi brochures to be handed out to interested attendees.

Security at Hamilton Warplane was discussed with Les Peer checking into this matter. Dick Colley, Bob Hammett, Jack Linghome, Otakar Koprnicky and Les peer will represent the club and man the tables, displays and simulator. MAAC to be advised re. sanction covering the Warplane Heritage event.

The Torrey Pines article supplied by Stan Shaw is being prepared for drafting ,setting text and sketches by Werner Hildesheim.

- 7 Safety and Instruction – The current version of the MAAC safety code has been revised and a review will be undertaken by Bob Hammett, Dick Colley and Otakar Koprnicky to study the effect this revision will have on club operations.
Flight line distances involving pilot stations were discussed. Jack Linghome proposed the use of cones to delineate pilot station positions where electric flyers are involved.. Members present felt this suggestion had merit and should be studied further.
- 8 Events calendar- Subject to field availability, dates for the following events have been set as follows-
Bud's Golden Oldies- (25 year and older designs) June 20 CD-Stan Shaw
Rain date -21
FAC Social- June 27 – Rubber Free Flight- CD Warren Kelly
Rain date June 28
Otto Bandman Club Day- July 18 CD Stan Shaw. Assist Les Peer.
Rain date –July 19
Big Bird Bash- Sept 6. CD Dick Colley
Rain date- Sept 7
- 9 The Standard Design contest will comprise 9 members. The criteria for a successful outcome will be 1- Duration and 2- Colley Golf exercises. Two prototypes with drawings were introduced and discussed. Stan Shaw's design was somewhat different in incorporating servo components. Dick Colley will be the CD. Otakar Koprnicky wondered if members might be interested in improving levels of competence by introducing specific skill requirements within certain contests eg, The League of Silent Flight. Bob Hammett felt this would be a constructive move by the club.

New Business-Bob Hammett thanked Otakar Koprnicky for the very welcome coffee and snacks which were enjoyed by all.

Bob Thayer circulated his written thoughts with regards a "SOGGI Service Award" to recognize those members who had made significant contributions in the functioning and well-being of this club and it's activities. The criteria for these awards is to be studied carefully and will be the subject of discussion, possibly at our next meeting.

SOGGI's Corporate "Notice of Change" was mailed January 12, 2009.

Motion to close - moved by Dick Colley and seconded by Doug Wilkins.

Minutes of Meeting, February 8, 2009 at the Rockton Library

Bob Hammett called the meeting to order at 2.00 PM. There were 22 members present. Bob introduced Stewart Henderson a new member. Bob thanked Sam Berg for his time and effort on the SOGGI banner.

1) Minutes:

Minutes were read by e-mail by some members. Motion to accept minutes by Otakar Koprnicky, seconded Doug Wilkins. Motion passed

2) Treasurer's Report:

A summary of the treasurer's report was given by Bob Hammett. As of February 2009 we have 19 signed up members.

3) Fields:

The topic of land owners and renters having a copy of the MAAC insurance certificate with their names on it was discussed. It would cost \$25.00 for each each individual certificate. MAAC wants a signed letter from the owner giving permission to use their property. It was decided to draft up a letter and have the owner sign it. This will be finalized at the next meeting. Werner Klebert and Derek Hartwell offered to get in touch with the owners.

4) Task & Web Site:

Web site ISP is now GWD developers, was Execulink, moved to avoid price increase. Library asset list is now posted on the SOGGI website.

The club winch is still missing, Derek Hartwell will check the field box at Ben Schouten's field. Otakar Koprnicky contacted Joe Fiore; Joe said he will check for cd's and tapes he might have.

5) Growing the Club

Plans for the Heritage Con3, Feb.22 2009 at the War Plane Heritage Museum were finalized. Bob thanked all who volunteered. On Saturday there will be Cockpit Tour of the museum and pizza and drinks served to all volunteers who work on the show.

Bob Hammett plans to give the SOGGI donation of \$100.00 to the museum on Saturday or Sunday.

Stan Shaw said he will not be able to attend. Werner Klebert offered to display a plane.

We will have 2 tables,4 display satnds, the new SOGGI banner,SOGGI brochures, SOGGI photos, MAAC magazines.

Werner Klebert will display his AF17 scale glider, Derek Hartwell will show his uncovered Gentle Lady, Warren

Kelly will show free flight models, Bob Hammett will show an Electric plane.

Display stands were brought to the meeting and taken by the members for the display models to be mounted on.

Dick Colley to supply a CD of club photos for viewing on a computer. Dick to send Otakar photos to be printed out for viewing.

Volunteers:

Saturday: Warren Kelly, Les Peers, Dick Colley, Werner Klebert, Bob Hammett.

Sunday: Less peers, Jack Linghorne, Otakar Koprnicky, Bob Hammett, Dick Colley, Derek Hartwell, Werner Klebert,

Werner Hildesheim gave an up date on the R/c Soaring, Pictorial Essay he is compiling for the club.
See attached The Art of Radio Controlled Flight.

7) Safety:

Copies of the MAAC updated safety code and SOGGI's safety Flight Operations Appendix A were distributed to the members. The MAAC safety Code has been updated as of Sept. 2008. A motion to adopt the SOGGI updated version was tabled. All were in favor motion carried.

Otakar Koprnicky made up a large poster with the Fletcher Rd. field as an example.

The poster showed the parking area, no fly zones, a 40 meter buffer zone from the parking area to where a flight line could be established. With the use of an arrow showing wind direction, different flight lines were laid out with respect to wind direction.

It was decided that Glider pilots and Electric pilots must agree on a flight line.

Rob Nelson agreed to purchase pylon cones from a dollar store.

Jack Linghorne said he would like to put out landing tapes to practice landings.

League of Silent Flight:

Otakar Koprnicky talked about the League of Silent Flight who run a program for glider pilots. This program has 5 levels of skill.

Level 1: 5 minute soaring flight, 15 minutes slope flying, 5 spot landings within 3 meters.

Level 2: 15 minute thermal, 60 minutes slope flying, 10 spot landing

Level 3/5: Get exceedingly harder tasks; example an 8 hour slope flying.

Those interested in joining this program were Bob Hammett, Otakar Koprnicky, Jim Laslet, Dick Colley, Rob Nelson, Werner Hildesheim, Warren Kelly, and Less Peer. Bob to announce start of the program when flying starts.

The web site for the League of Silent Flight is to be added to the SOGGI website.

8) Contests:

Dick Colley passed out rules for the indoor golf contest.

Less Peer had a plan for a small glider.

The rules and Les` plan will be E-Mailed to the members. Contest to be held at the April meeting

9) New business:

Bob Thayer was absent and his idea for a SOGGI service award was held over till the March meeting.

Dick Fahey talked about a Life Time Service Award from MAAC.

Dick asked if the club would nominate Stan Shaw and Bud Wallace. Two members of the executive would have to sign the nomination forms.

Meeting closed at 4:25 PM

St Ives (by Roald Dahl) – same guy again

As I was going to St Ives

I met a man with seven wives

Said he, 'I think it's much more fun

Than getting stuck with only one.'

For Sale:

For Sale:

1 – Video Card AGP, MSI RX9200 128MB DDR _____ \$10.00
If you need to upgrade your computer to run the Real Flight G4 then this card might help.

Contact: Dick Colley 905-296-4027

Third ANNUAL HERITAGECON Model Contest

February 22, 2009 • 9:00am - 4:00pm
Canadian Warplane Heritage Museum, Hamilton, Ontario

Admission \$5 per person

Contest categories include Aircraft, Armor, Automotive, Ships, Figures, Space,

This years theme:

100th Anniversary of Powered Flight in Canada

**Vendors, Raffles, Licensed Restaurant on premises, Gift Shop
and an impressive display of real aircraft and vehicles!**

Check out the SOGGI Booth!

2009 SOGGI Executive

President:	Bob Hammett 83, Locks Road, BRANTFORD, Ont.	(519)-759-1939 N3S 7L9
Vice President:	Otakar Koprnicky 75, Hazelwood Cres. CAMBRIDGE, Ont.	(519)-740-9504 N1R 8A4
Treasurer:	Bob Thayer 4108, Millcroft Park Drive, BURLINGTON, Ont.	(905)-336-3290 L7M 3V9
Secretary:	Peter Clarke 1, Victor Blvd., ST. GEORGE, Ont.	(519)-448-3232 N0E 1N0
Editor:	Dick Colley 101, Braeheid Avenue Waterdown, Ont.	(905)-296-4027 L0R 2H5

Deadline for April Issue of Task: March 22nd 2009

2009 Calendar of Events

2009

- **February 8** **Members meeting** **Rockton Library** **2:00pm**
- **March 8** **Members meeting** **Rockton Library** **2:00pm**
- **April 12** **Members meeting** **Rockton Library** **2:00pm**
- **April 12** **Indoor Golf Contest** **Rockton Library** **2:00pm**
-
- **June 20** **Bud's Golden Oldies** **CD** **Stan Shaw**
- **June 27** **FAC Free Flight** **CD** **Warren Kelley**
- **July 18** **Otto Bandman Club Day** **CD** **Stan Shaw**
- **Sept 6** **Big Bird Bash** **CD** **Dick Colley**

Full schedule will be listed in the next issue.