



# TASK



Volume 27 Issue 4

November 2011

Web pages: [www.soggi.ca](http://www.soggi.ca)

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## Summer has bid farewell, the grass returns to green - and mixes with the leaves of red and brown...

Autumn's canvas – a welcome sight after the summer that never quite was.

**2011** may well be the flying season that history forgot. It did not start that well, steadily maintained it's initial promise and then just when it seemed that it could not get worse – it did! Aha! sayeth the naysayers – Who can forget that glorious week in October, balmy days of sunshine and gentle breezes? But can they recall such days in May, June, July, August or September?

How many times must a CD postpone, before he can run an event? The answer my friend is blowing in the wind, the answer is blowing in the wind.

Speaking of Contest Directors (CDs) it was great to see more members taking on the challenge of organizing and running a contest. This season there were 10 contests scheduled and shared amongst 7 CDs. The bulletin board on the SOGGI website has proved to be a valuable tool for disseminating contest information and weather related decisions – at least it is useful for those who are able to access it, the few non-wired members still have to trust the old steam telephone or skaipe. Non-competing members should also consider offering their services as a CD's assistant – it is not easy to fly and compute scores at the same time – helping to keep the scores sheets up to date and the flow of pilots to the launch area certainly relieves some of the CD's burden.

**Gentle Lady Draw:** At the October meeting Les Peer introduced a Gentle Lady Kit as a Prize for a draw. The kit had been obtained from SKYCRAFT Hobbies in Burlington and they generously sold it to Les at cost when he explained its intended purpose which was to raise some funds for the club (and add to the population of Gentle Ladies). The draw would take place as soon as the required number of tickets had been sold. The tickets were \$3.00 ea or 3 for \$5:00 and indeed they sold very quickly. At the coffee break it was announced that the draw would be held at once and the holder of the lucky number was non other than Dick Colley (who claims to have never won anything in his life, except for that bottle of whiskey at the Cricket Club fete, and he never got to taste any of that 'cause some young lady downed the lot – but then she was a Sophisticated Lady (hic) with a cute nose and a high T-tail).

Don't forget to cycle and maintain your battery packs – keep them in good shape for the winter and the season ahead. And remember – If in doubt, throw 'em out and get new ones.

A word of thanks to Bob Hammett for his article on the LSF challenges that loom in the future for other aspirants - this will provide food for thought over the long days of winter and we can be well prepared for the new tasks in the spring.

*I object to being told that I am saving daylight when my reason tells me that I am doing nothing of the kind... At the back of the Daylight Saving scheme, I detect the bony, blue-fingered hand of Puritanism, eager to push people into bed earlier, and get them up earlier, to make them healthy, wealthy, and wise in spite of themselves*

- Robertson Davies - The Diary of Samuel Marchbanks, 1947

Minutes of the monthly meeting held October 23rd, 2011 at the Rockton Community Centre.

Ray Munro opened the meeting. Thirteen (13) members were present so we just had a quorum. Minutes for the April meeting were accepted as read. Moved by Dick Colley, seconded by Werner Hildesheim

Financial report by Peter Clarke: \$ 3030.97 in the bank as of May 1st.

In May, Peter sent flowers to Hanspeter Keller's wife. The club received a thank you note. In August \$198.76 was spent on the winch and for office supplies. A cheque will be sent for Westover Hill lease.

Peter handed out a new membership list which included only members who had paid up. Warren Kelly moved that the report be accepted. Seconded by Andy Meysner. Passed unanimously

Ray reported that as far as he could tell our relationship with the field owners and the grass cutters was excellent and that the member's field etiquette had been very good so he felt we would have no problem getting permission to fly there next year. A Tim Horton card had been purchased for the grass cutter who had been very considerate of our needs

The Big Bird Bash was been repeatedly rained out as well as the sixth LSF meet. If circumstances were favorable the sixth LSF meet might still be run.

**DATE OF THE AGM:** November 13th, 2011. Please try to attend.

**CHRISTMAS MEETING:** December 11th, 2011

Ann Tekatch helped by Ed Smith will do a presentation on Astronomy

Les Peer noted that Ann had won the Best Sportsman Award and displayed the certificate that Werner Klebert had created for her. The consensus was that he had done a marvelous job.

Dick Colley said that the newsletter will be out before the next meeting and will have in it the data on the contests

Les Peer commented on trophies - some were the late Jack McGillvery's and they had been donated to be recycled as trophies for some of our meets.

Les also reported that the library now had some new plans scale drawings that Neil Tinker and Warren Kelly had donated. He asked if anyone had indexes for the magazines so that members could more easily find articles on subjects that they were interested in. Warren Kelly said that he had an index for Model Builder and that it can be purchased.

Quiet Flyer?

Ray Munro reported on the AMA Nationals meet at Muncie, IN

6 days, good weather, well run, fantastic museum, every type of model imaginable. Big section on Maynard Hill, worth attending

Ray reported about COGG

Good contests. Their fields are all on the same road so they can easily move when needed. No entrance fees or trophies. Can use a high start in contest if you want

May do a DLG contest next year

Werner Klebert donated a model (Dingo 100) which he said would enable the club members to practice winch launches (100inch). Ray thanked him on behalf of the club. A small sailplane, suitable for Aerotow and also slope training, was donated to the club from the estate of Hanspeter Keller. It has already been used to prove the concept of Electric towplanes.

Werner reported that his customized Sailaire was very good for aero tow

Ed Smith, Sam Burke, Ann Tekatch and Bob Hammett reported that Genesee meet had been a good meet - 80 competitors - Bob competed

LSF: Bob noted that several members were up to level 3 and that GNATS had a field well suited for the Km long flights

It was suggested that we contact the LSF Coordinator and also advertise so that we could attract more competitors because contests at higher levels have to have larger numbers of competitors to qualify.

The LSF in the states is trying to start an electric glider section.

Dick Colley won the draw for the Gentle Lady kit

Les Peer circulated a form on which members were asked to tell what they would bring to the Christmas dinner on December 11th and asked them after consulting the higher powers to let him know as soon as possible

Tony Baptist moved that the meeting be adjourned - Seconded by Les Peer - carried

## LSF Goal and Return Flight ... article by Bob Hammett

Levels III, IV and V of the League of Silent Flight, each involve a "Goal-and-Return" flight. A Goal-and-Return flight consists of flying your model to a distant marker and then returning back to the launching point, without landing anywhere enroute. For Level III, the goal marker is set at a distance of 1 km from the launch point. Level IV has a slightly longer 2 Km goal and Level V has a 10 Km goal.

Provided that the flight is made over easy terrain, Level III's 1 km goal-and-return could probably be accomplished by a pilot following the aircraft on foot. However the Level IV and V distances exceed a comfortable foot chase, and one which would necessarily include some rough terrain. A chase vehicle is needed for at least Levels IV and V, and this introduces a new set of logistics to contend with. With the hope of eventually proceeding onwards to Levels IV and V, I wanted to work out the logistics by using a chase vehicle for my own Level III Goal-and-Return attempt.

The unobstructed view of an open top vehicle would be needed for the chase. I do not own a convertible, however when I recently visited the Greater Niagara Area Thermal Soarers (GNATS), Dave Brown kindly offered me the loan of his convertible, including himself as driver. A further inducement was that I could use the GNATS very large sod farm flying site. GNATS members Mike Kucera and Jim Thornton completed our team for an attempt to be made on Saturday, August 20. The attempt would be made using my venerable Airtronics Legend sailplane.



Road field, available for use by the chase car.

On the appointed day, gusts from the south-west ranged up to 19 km/hr. The air was cool, and at times a nearly solid cloud cover prevailed ... not very auspicious conditions for our attempt. Mike and I flew several air sampling flights, but found little encouragement in the available lift. However around 11 AM, as I was preparing to call off the attempt, Mike caught a good thermal. I immediately launched too, and after a short time an initial altitude of around 1200 feet was obtained. The decision was made to "GO". Mike landed his own aircraft. He then towed me by my shirtsleeve several hundred feet to Dave's chase-car while I concentrated on flying. The convertible was already positioned by Dave, to permit a quick get-away. I was helped into the front passenger seat of the car and we set off shortly after 11 AM.

On the north side of the road along the edge of the sod, there is an intermittent borderline of trees. These trees overhang the road in

On arrival at the field we discussed details of our plan. Dave as Driver, would focus on road hazards, operate the doors of the car (so I could get in and out without taking my eyes off the aircraft), and he would update us on odometer progress towards the goal. Mike sitting in the back seat as Spotter, would assist me with tracking the airplane, keep me apprised of available emergency landing spots and signal any upcoming threats such as trees that could block my view of the airplane. In the front-passenger-seat, as Pilot, all I had to do was stay calm, and steer the airplane. Jim would guard our ground tackle against marauding lawn mowers while our flight was underway, meaning that the winch could be kept ready for a fast re-launch if necessary.

GNATS prodigious Poth Road flying site near Dunnville is more than 2 km from east-to-west, not even including their additional sod farms scattered around the nearby countryside. We planned to launch from a point nearer to the west end, fly eastward to the goal, and then return westward to our starting point. A quiet gravel road runs along the south side of the Poth



several places and if the aircraft were to fly over the sod, they would obstruct our line-of-sight to the aircraft. So instead, I flew a course parallel to the road, but on the south side opposite to the sod farm. The sod farm was never very far away, and for an emergency landing could be reached by piloting the aircraft over the trees, while stepping through that row of trees on foot.



Predicting the location of lift involves feeling the motion of the wind, while sensing air temperature changes, and I normally stand still on my feet while doing this. I doubted whether I would be able to predict the location of lift while seated in a moving, open vehicle. I also didn't know whether it would be difficult to compensate for the motion of the car, while steering circles in lift. For that reason, we had originally anticipated that the aircraft would make straight-line high-speed runs, alternated with pauses to search for, and regain lift. We expected the car would make corresponding stops and starts, and if necessary I would step out of the car in order to regain orientation.

During our actual chase, searching for lift proved unnecessary because the lift was already floating the airplane downwind at a brisk clip. I was able to hold the aircraft in a relative fixed position ahead of the moving chase-car. I don't know how much lift was wasted due to disorientation on my part but it didn't matter. Our initial downwind leg was completed without

much gain or loss of altitude and our car never needed to stop, other than when we turned around to head homewards.

The windspeed was nearly equal to the Legend's cruise-speed and a crosswind component existed that encouraged the airplane to continuously drift towards the roadside treeline. Consequently, the airplane was flown at a crab-angle in order to stay within our unobstructed field of view. But when we turned around to head upwind for home, the Legend's groundspeed dropped to near zero and any crab-angle further reduced progress. It was quickly realized that altitude would have to be sacrificed in order to maintain *any* forward groundspeed. By

so doing, we eventually returned to our launch-and-landing point at an agonizingly slow pace, re-entering sod-farm airspace with a much-reduced but still safe margin of altitude.



After being towed by my shirtsleeve back to the landing target, the landing was uneventful and well within the stipulated 200 meter distance from the launch point.

The entire flight had lasted just over twenty minutes. The Legend's altimeter indicated that a fairly modest maximum altitude of 1226 feet had been reached at some point.

I think our team was well prepared for the attempt, but we also caught some lucky breaks. Throughout the chase, Mike and Dave had delivered a professional focus on the task, and never wavered in their encouragement. Jim took the excellent pictures that you are seeing here. Thanks again GNATS !

Bob Hammett, LSF#8075

## Big Bird Bash / LSF# 5 Contest Results: September 29<sup>th</sup>, 2011

After numerous rain delays, we were able to get a contest underway with six rounds of thermal duration with landing points. Twelve hardy pilots competed with a couple of new faces making up the numbers. Bob Brown was flying a Werner Klebert built Sailaire, Heinz Gwisdek was flying a Cularis and Kurt Fritz showed up with his Sagitta 900. The rounds were set at 3, 3, 5, 5, 7, 7 minutes with graduated landing tapes to a maximum of 60 points. There were 2 winches and 2 hi-starts available for launches and the air was cooperative with gentle breezes and thermal lift.

Name:	round1	round 2	round 3	round 4	round 5	round 6	total pts	LSF Points
Mike Kucera	211	221	343	329	449	264	1817	1200
Ray Munro	226	218	310	248	431	281	1714	1038
Dick Colley	122	228	294	243	414	401	1702	937
Bob Brown	166	137	162	297	408	408	1578	782
Les Peer	154	69	77	112	416	204	1032	454
Ann Tekatch	224	66	267	0	170	51	778	300
Werner Klebert	105	70	86	142	359	0	762	252
Kurt Fritz	143	218	248	0	0	0	609	168
Andy Meysner	0	121	122	115	46	146	550	121
Ed Smith	93	165	57	73	0	0	388	64
Heinz Gwisdek	85	74	57	50	44	28	338	37
Werner Hildesheim	62	69	79	83	0	0	293	16

### LSF Coordinator for Canada

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<b>2011 SOGGI Executive</b>
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**Deadline for December Issue of Task:      November 22nd 2011**

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## 2010/2011 Calendar of Events

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### 2011

- **November 13<sup>th</sup>**                      **AGM Meeting,**                      **Rockton Library Hall 2:00pm**
- **December 11<sup>th</sup>**                      **XMAS Nosh-up,**                      **Rockton Library Hall 2:00pm**

### 2012

- **January 8<sup>th</sup>**                      **Membership Meeting, Rockton Library Hall 2:00pm**
- **February 12<sup>th</sup>**                      **Membership Meeting, Rockton Library Hall 2:00pm**
- **March 11<sup>th</sup>**                      **Membership Meeting, Rockton Library Hall 2:00pm**
- **April 8<sup>th</sup>**                      **Membership Meeting, Rockton Library Hall 2:00pm**