



TASK



Volume 30 Issue 1

February 2014

Web pages: www.soggi.ca

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The Mighty Fist of Winter strikes again: Snug in his burrow, Wiarton Willy sends out number three son to look for his shadow

Every student of Latin knows that Marcus Varro was in Western Spain when he first heard of these things that had been happening in Italy (*M. Varro in ulteriore Hispania initio cognitis eis rebus quae sunt in Italia gestae...*)

So where were you when you first read the Sailplane Annual? Thanks to a great idea from Bob Hammett and some welcome support from many sources, the first edition of what is hoped will be an ongoing feature of the Sailplane calendar was published. Thus far, response has been very positive from all who have read it – all we need to do now is to deliver it to all those who have not yet had the chance.

The Zone Meeting for Middle Ontario (Zone – E) took place at the Wayne Gretzky Convention Centre in Brantford on January 18th 2014 having been postponed from last October. Roy Rymer remains as Zone Director but Bill Woodward stepped down as Deputy and was replaced by Andy Fakla. SOGGI was represented by Bob Hammett and Ed Smith. The other Ed Smith (also present) is now the FAI representative for MAAC.

On a cold blustery morning of January 25th a small group were warmly welcomed for a tour of CCIW. Les Peer kindly arranged for the visit to various labs, workshops and test facilities. After lunch in the excellent cafeteria we were treated to a wild ride over the 120 metre water test tank used for the calibration of flow meters. See Picture Report below.

We are happy to report that Fred Freeman has been taken off the critical list – but still remains in St. Joseph's in Hamilton. Fred was touched by the messages of goodwill and encouragement in the card sent by the SOGGI members and has asked that his heartfelt thanks be extended to all.

It has come to our attention that some crazies have been seen at the flying field during the cold weather, we must caution, however, that extreme cold will shorten the effective life of batteries and that some wise guardian of the field facilities has nailed the “club-house” door shut. Oh Shut!

Great music is that which penetrates the ear with facility and leaves the memory with difficulty.

Magical music never leaves the memory.

Sir Thomas Beecham (1879 - 1961)

Minutes of the SOGGI Meeting held December 8th, 2013 at the Rockton Hall

Ray Munro opened the meeting welcoming 18 members and one guest

Tony Baptist moved the November minutes be accepted, seconded by Bob Hammett: passed

Ray Munro then thanked Warren Kelley for the excellent article he had given Dick Colley to put in the TASK. Many members then commented on how informative and useful they found it.

The Treasurer then gave his report

Balance at the first of November \$3855.96. Disbursements - \$100.00 war heritage museum
\$ 7.00 bank charges. Balance #3748.96

Tony Baptist moved the report be accepted, Tom Crawford seconded it: passed.

Ray Munro reported that John Macmillan, a former member of COGG, and a charter member of the BREW CREW who had achieved level V as a LSF aspirant had died. He then mentioned where and when the funeral would be held so that any old flying buddies of John could attend. Several of the older members remembered John and did a little reminiscing .

Ray Munro reported that he had not heard back from Mike about our proposal to jointly host a meet with GNATS but felt that they would probably accept our offer.

Ann Tekatch pointed out that December 14, 2013 was the last day members could vote on the proposed rules for LSF electric rules and urged members to go to the site and vote etc.

Tony Baptist gave a short, humorous dissertation on the design and construction of his double delta leaving us all anxious to hear what happens when he attempts to fly it.

Neville Newman showed us a BEAUTIFUL kit (OLLY III), all laser cut parts. The drawings showed it as full house. He said it would probably cost between 2 and 3 hundred dollars door to door.

Jack (?) next gave us a talk on the history of the glider he had brought for show and tell and a short outline of his modeling history. The author believes that when he joins the club will gain another scratch builder who likes to experiment.

Ray Munro reported that he had contacted a laser cutting service in Mississauga and ordered 9 sets of wing ribs for his two meter electric glide

Tom Crawford introduced he friend Mike Wiebe who has built 9 FULL size planes from plans (NOT KITS) and loves to fish. He passed around pictures of his planes one which was a float plane which he used to fly into lakes where the fishing is good. All are still flying today. Personally I was amazed at what he has accomplished. I understand his son is going to give us a presentation this next month that sounds as if it will be equally interesting.

Coffee break

Les Peer wanted to know if the club would be interested in a tour of his former work place. He felt he could probably arrange to get one. Members thought it would be quite interesting and encouraged him to try to set one up.

Next Ray Munro opened up elections for 2014 and to no ones surprise the present executive was re-elected.

Ray Munro next thanked Dick Colley for his work on THE TASK and Andy Meysner, Bob Hammett , and Ann Tekatch for their articles in the MAAC magazine

Les Peer and Ray Munro said they would see that gift packages for Hamilton Sod and the McNallys were delivered
Ed Smith moved the Meeting be adjourned seconded by Andy Meysner. Passed.

Librarian report on the Model Plane Drawings Scanning to Digital Storage Project by Les Peer

Dec 8, 2011 we have found a better print shop. The previous printer was constantly chopping parts off drawings. The new printer is also less expensive at \$3 per scan to a memory stick. J R Graphics has done 16 to date and have another 20 drawings underway. That brings the number of scanned drawings to 67.

The storage and utilization of these scanned drawings will be discussed at membership meeting over the winter with an eye for completing this project, this go round, by spring 2014.

I am still seeking good Quality drawings of full scale old timers (original size) from the 1930's as opposed to ones scaled down for speed 400 motors.

Any member wishing to loan such a drawing can be assured they will be returned in good condition.

Minutes of the SOGGI Meeting held January 12th, 2014 at the Rockton Hall

Ray Munro opened the meeting noting 17 people were present, two being our speaker guest Mike Wiebe and his dad.

He next opened a discussion of the minutes of the last meeting by pointing out an error. John Macmillan was the first Canadian to achieve the LSF 5 level not the LSF 6.

Correction noted

Ann moved the minutes be accepted Tony Baptist seconded the motion .Passed

Next the Treasurer gave his financial report

Balance at the beginning of the month \$4018.96 Expenses \$274.15 Balance \$3744.81

Tom Crawford moved the report be accepted. Bob Hammett Seconded the motion. Passed.

Ray Munro next introduced Mike Wiebe our speaker whose subject was his visit to a sheep ranch in central New Zealand and various other places on the islands. Mike's presentation was absolutely marvelous. He talked about the geography of the country, its effects on flying and planes. Most of the planes are modified to give them into short take off and landing capability. One change is being re-engined for more power. Small local Aero ports often have very small rough runways. Wind conditions are such that visiting pilots who wish to fly must be accompanied by local instructors until they are familiar with local conditions and trained to fly in them. GPS is not used because it tells you nothing about mountains and their weird effects on flying local conditions. Pilots need to be familiar with the areas where they will be flying and must be able to do things that they would probably never have to do in central and eastern Canada and the USA. Unfortunately we did not have a proper screen to display the many beautiful pictures he had hoped to show us but he promised to return again when a good screen was available. When he does I am sure that every person present at the meeting will be there again for his presentation. He is a marvelous speaker with wonderful material. Every one enthusiastically thanked him for his efforts.

Coffee Break -----as usual Tony Baptist had good coffee and cookies

Les Peer reported that he had delivered the Christmas basket to Green Horizons and gave the other basket to Ray Munro to deliver to the McNallys.

Dick Colley reported that Fred Freeman was in the hospital and that the prognosis was not good. He then passed around a card for those of us who had flown with him to sign wishing him good luck etc which he intended to give Fred later that day.

Les Peer reported that he had set up a tour of The Federal Research Center where he had worked the date is Wednesday, January 29 at 10.15am We will be split into 3 groups and we will visit 3 different labs

(1) The instrument lab. where special measuring instruments make almost unbelievably small measurements. (the lab Les was in charge of for many years)

(2) The electronics lab. where special instruments are built and used to do exotic measurements

(3) The lab where various environmental and hydraulic studies are done. In short, the kind facilities of our present stupid government is shutting down because it might produce facts that do not fit their current agenda. I suggest that you take the tour because there is a good chance it will soon be gone like a number of our other world class research facilities. Les says there is a good cafeteria there with reasonable prices that we can use after our tour. He needs to know as soon as possible who wants to go because he has to get security clearance for us. Therefore phone him as soon as possible so he can get the needed clearances or you will miss out.

Parking is good and the building is just north of and under the Burlington Skyway bridge. It can be accessed from either direction by taking the old road that used the lift bridge.

Dick Colley next reported he had the content schedules for COGG, GNATS, The Ottawa glider groups, CMAS and a number of contests across the border. He hopes to be able at a meeting with the help of the rest of the executive and any other interested members to be able to present a proposed schedule for our club events at the next club meeting. So if you are interested in attending phone Ray Munro or one of the other executives to find out when to come. In this way we hope to greatly speed up things at the next club meeting.

Ann Tekatch said that the LSF newsletter #4 should be coming out soon and that any LSF members who have not been getting them should make sure that the LSF have their correct Email address. She also said that the LSF had not yet published their rules for the electric powered events. One of the club members noted that the FAI had now published rules for electric F5J events.

Ray Munro and some of the members then commented,speculating on the nature of these rules etc. It is obvious that gliding is changing and undergoing a renaissance world wide.

Ray Munro next opened discussion of a modified club brochure that Ann had produced with a number of needed changes. Ann as usual had done a good job and all it needed was one small further alteration. This lead to some member discussion of the changes in the internet etc. Members however were quite happy with Ann's effort and it was decided to have some new brochures printed and that any of the old ones left should not be used because they could mislead prospective new members.

Bob Hammett brought up the need for updating the web site noting among other things that the message board was almost never used. He noted that web sites today are very different today and that programs for setting up web sites are much better today. He suggested that we should look into purchasing some or part the program our web master has. After some discussion Bob was authorized to open discussion wit the web master to find out what we could get for about \$300.00. Members noted that it should be possible for authorized club members to make minor modifications that would not need to involve the web master to make it easier and faster to get changes made.

Les Peer next passed around a sheet asking any members who wanted to take the proposed tour to sign it so he could security how many were coming. A good sized group signed up immediately. He also asked that members who were not at the meeting be informed as soon as possible so they would be able to let him Know AS SOON AS POSSIBLE if they wanted to join the group. This is why you are getting this newsletter so soon.

Dick Colley then reported he had just found out that a number of years ago a SERIOUS ACCIDENT had happened at the Fletcher field that required a member to get 40 stitches which had never been reported to the club executive. The member evidently got cut by the prop of his electric plane but was still able to use his cell phone to get help. Members should note that the suggestion in club rules that you NOT fly alone is there for a VERY good reason. Don't be stupid and fly alone—ESPECIALLY if your plane has a prop on it. It is a well known fact that MANY experienced knowledgeable fliers who fly electrics have had an event where they were suddenly confronted with plane with the motor going full bore when they least expected it. Electrics motors are inherently much more dangerous than gas motored motors. If you don't know why ask – me (Jack Linghorne).

The annual zone meeting is coming up and if you can go you are urged to attend. To find out when and where contact MAAC

Ed Smith moved we close the meeting Dick Colley seconded it. Passed

Why I Love Going To Club Glider Contests by Jack Linghorne

As the day of a club glider contest approaches, I eagerly study the weather reports - hoping for good weather - and get ready to attend. On the day of the contest, I am up bright and early. I load my stuff in the car and head of for the field with a happy sense of anticipation. It sounds as if I am a serious glider hot shot doesn't it?

Well nothing could be further from the truth. I don't mind flying a glider but my true interest is in designing, building and flying acrobatic sport models. When it comes to flying gliders my major talent is to be able to avoid lift and to find any area of sink around.

So why do I love going to club glider contests? Well, I know the chance of me winning anything is close to zero. I know that when I get to the field everybody will be glad to see me. The hot shot pilots are glad to see me because they know they don't have to beat me. The contest director who is hoping to have a good turn out because it makes his efforts more worthwhile and because he knows he might be able to get me to help run the meet since I won't be solely focused on trying to win something.

Since I do not have to be constantly studying the sky, birds and what the serious competitors are doing I can circulate; offer to help other members; act as a timer etc. When I get to fly, if I am lucky, I may get one of the good pilots to time for me and assist me in finding a thermal instead of sink so that my flight time is not so bad (i.e. a free lesson). In short, I can have a thoroughly enjoyable, stress free day.

So if you have a glider and are NOT a good glider pilot you should always attend club glider contests. You can have a lovely stress free day, probably get a lesson when you fly, get to know other club members better and possibly form some new friendships.

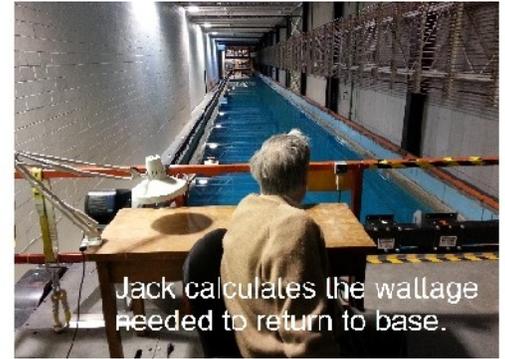
January 25th 2014 Visit to CCIW



How the tank helps calibration of the meters..



Andy looks for the reset button..



Jack calculates the wallage needed to return to base.

A Wide-Angle View from 2013

The "2013 Trans-Canada Soaring Annual" aims to be a time capsule; a sampling of the R/C soaring activity that exists across our regions. We hope that the inaugural issue will create enough interest to create an "Annual" tradition. Dick Colley and I are grateful for the original articles that we received from new acquaintances written specifically for this "Annual". Additionally, we have included re-prints of some articles from Model Aviation Canada (MAC). For this, we thank the respective authors for their permission to re-purpose their MAC articles. We also thank MAC's Editor, Keith Morrison for his active support of our "Annual" project. While on the subject of Model Aviation Canada, Keith would love to be publishing that article which you have been thinking about writing, and we would love to be reading it. Keith has an especially soft place in his heart for all things R/C Soaring.

During 2013 while serving as editor of the R/C Sailplane Committee column, the difficulty has been driven home to me of achieving any sort of cross-Canada perspective. To begin with, a comprehensive list of R/C Soaring enthusiasts is not readily available. Accordingly, your numbers, your soaring category(s), and your geographical distribution can only be guessed at. Presumably, some of you are members of the self-identified R/C Soaring clubs listed on the MAAC website. Accordingly, we are sending a copy of this "Annual" to the Contact Person for each of *those* clubs, and in so doing we hope to make at least one new acquaintance. Some other clubs listed on the MAAC website may have a soaring contingent, so they'll get a copy too. Our hope is that the club Contact Persons will distribute the "Annual" to their membership (and beyond), as they see fit.

Living in Canada, you and I have already won the *Jackpot* in the Lottery of Life. But face-to-face contact with modelers from other regions of the country is not a daily occurrence, and it takes effort not to hunker down in our own regional retreats. In some respects, the Internet is helping to lessen this isolation. Together with digital publishing technology, the Internet has enabled our team of authors and editors to compose and deliver the document that you are now reading.

It's the attraction of advanced technology that got most of us into this hobby in the first place. In 2013, the flood of technical advances in materials, processes and digital-control electronics continues unabated. The cumulative impact on aeromodelling has been staggering, and assimilating new technology consumes much of the modern modeler's attention. The new technology has given us factory-built composite-airframes, electric propulsion, and micro-miniaturized digital up-link and down-links to name just a few ... all of which exceed the wildest dreams of 50, or 25 or even 10 years ago.

The technical frontier has advanced so far and so fast, that an individual modeler can no longer sample all of the new possibilities (let alone master them) before the frontier moves on again. And the new technologies have spawned aeromodelling special interest categories at a rate faster than MAAC's modeler-population has grown.

Recently, Discus Launch Gliders (DLG) and Altitude Limited Electric Sailplanes (ALES) have probably been the fastest growing R/C Soaring categories. Meanwhile, RES (Rudder/Elevator/Spoiler-only) and two-meter Sailplane participation have become very thin, at least in our region. Two other examples where low participation numbers threaten, would include the staging of National Competitions for some FAI categories, and the advancement to upper levels of the League of Silent Flight where experience in large contests remains a requirement.

A targeted and sustained effort has succeeded in bolstering the number of participants in our local club contests, but we can't rest on that success to date. Contact me if you would like a list of what we've tried, and what worked.

If you are a newcomer, the following clubs specialize in R/C Soaring, or are believed to have major R/C Soaring contingents. Their contact information can be found at www.maac.ca (click on [Clubs], and [Clubs by Zone]). If we've missed *your* club in our websearch, please contact me.

Montreal Area Thermal Soarers

Club de vol à voile de la Montérégie (C2VM)

Club les Arpents V'air

Canadian Model Aerotow Society (CMAS)

Central Ontario Glider Group Inc. (COGGI)

Greater Niagara Area Thermal Soarers (GNATS)

Ottawa R/C Club

Royland Glider Flyers

Southern Ontario Glider Group Inc. (SOGGI)

South Western Ontario Old Timers (SWOOT)

Winnipeg MAAC Men

Calgary Radio Control Soaring Society

Vancouver Island Slope and Thermal Association

Oakalla Hawks R/C Model Gliders

In 2013, I was privileged to be able to address a group of several hundred students who were participants in Hamilton's 2013 BASEF Science and Engineering Fair. This annual event has a six figure budget provided by local corporate sponsors. Apparently, the sponsors think that innovation, entrepreneurship and competitive advantage are ***IMPORTANT!*** I chose to speak on the innovative technical history, the competitive nature, and the accessible, participative, self-governing culture of Model Aeronautics. Feel free to borrow from this theme in your club's next round of negotiations with the neighbours and civil authorities. And be sure to support your local science fair.

Wishing all of you a happy and prosperous year in 2014,

Bob Hammett, MAAC 5605 the_hammetts@rogers.com

ALES Contest underway at SOGGI Field in Binbrook ON



[A National Ranking System for FAI Competition](#)

The benefits of a national Ranking system for our R/C sailplane competitors, and the means of creating one, are explored in this discussion-document.

Background to FAI World Championship Competition

The Fédération Aéronautique Internationale (FAI) is the worldwide association for Full-scale and aeromodeling aircraft aviation. The FAI Sporting Code contains the regulations that govern international competition for both full-size aviation, and model aviation. Section 4 of the Code defines international **aeromodeling** competition standards for freeflight, control line and radio control. The 2013 revision level of Code Section 4 was used in researching this article. Go to <http://www.fai.org/fai-documents>

The following information is taken from section 4.A.4.2. of the Code. It pertains only to those categories of aeromodeling that concern MAAC's R/C Sailplane Committee. Category "F3" of Section 4 pertains to "Radio Controlled Flight" which in turn, defines several "R/C glider" competition "Classes". Category "F5" pertains to "Radio Controlled **Electric Powered** flight" and some of its competition Classes would fall under the auspices of MAAC's R/C Sailplane Committee.

Classes are described by a 3 digit alpha-numeric code as shown below. At present, a World Championship for each class occurs every two years. The years that World Competitions did occur (or will occur) for the respective classes are indicated in brackets (). Some additional competition classes are currently evolving but Competitions are as yet unscheduled, so they are omitted from this list.

F3B - MULTI-TASK GLIDERS (2013, 2015, 2017)

F3F - SLOPE SOARING GLIDERS (2012, 2014, 2016)

F3J - THERMAL DURATION GLIDERS (2012, 2014, 2016)

F3K - RADIO CONTROLLED HAND LAUNCHED GLIDERS (2013, 2015, 2017)

F5B - MOTOR GLIDERS (2012, 2014, 2016)

Preparation for World Championships

With respect to the World Championships for these classes, MAAC's R/C Sailplane Committee has the mandate to:

1. Instigate National Team Trials and publish timely notification of these trials consistent with MAAC policy
 - (a) Appoint National Team members based on Team Trial outcomes

These activities are in fact the primary purpose of the R/C Sailplane Committee as set out in the MAAC document "Guidelines for Committee Chairmen" http://www.maac.ca/docs/2006/doc_guidelines_for_committee_chairmen_e.pdf

Ideally, National Team Trials for a given competition class, are held in the years between World Competitions for that class. This is to allow time for proper Team preparation. By that logic, the upcoming year 2014 would see Team Trials held for F3B and F3K classes, and 2015 would see Team Trials held for F3F, F3J, and F5B.

Potential Benefits of having a National Ranking List

It is the writers' understanding that bringing a representative sampling of our top national competitors to one geographic location for Team Trials, has been a recurring difficulty. For one thing, we have no published national Ranking list that would identify who the current contenders are. Secondly, contenders have to be willing to attend Team Trials in sufficient numbers to justify holding the Trials. Once a host-club for Team Trials has been identified, some contenders may decide not to travel (with their gear) for a thousand miles or more, to that contest location. This creates a regional bias in the remaining field of contenders.

If Team Trials fail to occur, then the Sailplane Committee is confronted with appointing the best **available** people chosen from the list of **contenders that they are aware of**.

One reason for creating a national ranking system would be to provide objective data to consult when trying to form our World Championship Teams. It may reveal that a wider range of suitable personnel exists than is currently presumed to be the case.

Complete reliance on a Ranking List for Team selection is not envisioned, but it might offer more transparency in the selection process than presently exists.

The existence of national ranking would also spur more interest at a local club level. National Rankings would create some positive buzz about the R/C sailplane branch of our hobby, hopefully boosting participation.

Data Mining to Improve the Team Selection Process

Although national and inter-regional competition is uncommon in Canada, a reasonable amount of club-level competition exists. Every time a club competition is held, the score sheet is tallied up to rank the field of contestants. Can the data from club contests be mined to obtain an inventory and approximate ranking of FAI aspirants across Canada? I believe it should be tried.

In view of the difficulty of holding Canadian Team Trials in a central location, it's interesting to note that the League of Silent Flight offers a precedent for comparing the contest performance of participants, who are so widely scattered over the globe that they may never actually get to meet each other.

Proposed System Concept

A separate Ranking would be needed for each of the FAI Competition Classes under discussion.

Club contests referred to herein, are presumed to meet the broad requirements of FAI competition. Clubs that host contests would provide the data necessary for a ranking system, by contributing contest results to a central Ranking database.

All individuals' Ranks would be updated whenever any club's contest results are submitted.

LSF's "normalization" calculation would be applied to each competitor's club contest score. The resulting "LSF score" provides a good indication of that person's competitive capability, independent of contest date, location or conditions.

Everyone's Rank would initially be "zero". Following the selection of a Canadian Team for an upcoming World Championship, data collection would begin, and Rankings would be continually updated with club contest scores, until the next Team is selected 2 years later. The rankings would then be reset to zero again, and this cycle would repeat ad infinitum.

Logically, the Rankings database should be resident on the MAAC website, accessible for viewing by the membership. An on-line password-protected data-entry form would be configured for inputting contest results.

A contest's MAAC Sanction Number and the Contestants' MAAC Membership numbers would be the primary means of ensuring correct identification for data handling purposes.

Mathematical Basis for the Proposal

The present proposal for a national Ranking System does not require LSF membership, but would simply apply LSF's normalized scoring algorithm to our Ranking task.

After a club contest is over and a winner has been declared, for purposes of national ranking the LSF Normalization algorithm would then be applied to each contestant's final contest score, as follows:

$$\text{Your "LSF Score"} = \frac{(\text{Your Contest Score})}{(\text{Winner's Contest Score})} \times 100 \times (\text{Number of Entrants} - \text{Your Final Standing} + 1)$$

where "Your Final Standing" means 3rd place, or 5th place etc.

A few worked examples will quickly show how sensitive this process is to the "number of entrants", and "your final standing".

If a National Ranking Score were determined by simply averaging one's accumulated LSF scores, a person who scored exceptionally well in his first contest would then have little to gain and everything to lose by participating in subsequent contests. Sustained effort is a virtue, and we don't want to discourage contest participation. So a further manipulation of the data is proposed to address this concern:

Your Current Ranking Score = $\frac{\text{The current sum of your 8 BEST "LSF scores" within the two year period}}{8}$

The Ranking Scores of all participants would then be sorted in descending order to establish each participant's **current** National Rank for that competition class.

The fixed value "8" shown in denominator corresponds to the number of contests that one club can comfortably host within a two-year period. This would enable geographically isolated clubs to submit a full slate of contest results to the Ranking system.

The Ranking Score calculation penalizes a competitor who ultimately fails to compete in at least 8 contests during the two year ranking period. Conversely, if he competes in more than 8 contests, only his best 8 scores are used in the calculation, resulting in a bonus for his extra effort. Ranking Scores therefore remain dynamic up until the end of each 2 year period.

Using results from contests held outside of Canada for Canadian Team selection may contravene current MAAC policy. Clarification is needed on this point.

Conclusion

If this idea is thought to have merit, Proof-of-Concept could be established by initially testing the methodology on only one competition class ... say F3J where there is a good base of club activity. A two year trial synchronized to the World Championship schedule could be conducted, and then a decision made regarding further development.

The R/C Sailplane Committee could lead this initiative, but the active support of top competitors, clubs, Contest Directors, MAAC Website Administrator and MAAC's Board of Directors would also be required for it to be implemented successfully.

Contingent on a sufficient display of interest, pricing for database programming can be obtained. Ideally, the database would be integrated with the existing MAAC website.

I invite any comments, suggestions, corrections or offers of assistance to move a proof-of-concept project forward.

Respectfully,

Bob Hammett, Brantford Ontario ... October 22, 2013

MAAC 5605
phone 226-401-1966
the_hammetts@rogers.com



Aerotow Event at Arnprior 2011

For Sale

GWS WW-II War Bird

Supermarine Spitfire EPS350CG

Includes Compact Power System, Prop, Spinner and Decals

Wingspan 34.5 in, Length 28.4 in, Flying weight 13.8 oz

For Advanced Pilots only, this would make a good introduction to Scale Slope soaring

<http://www.gwsus.com/english/product/airfly/spitfire.htm>

For more information contact:

Dick Colley 905-296-4027 colleydogge@execulink.com

Software Sale

Item	Description	Software Vendor	# of Disks	Price (OSBO)
1	Superbike World Champions	Castrol	1	\$1.00
2	Superbike 2000	EA Sports	1	\$2.00
3	NASCAR 2000	EA Sports	1	\$2.00
4	Combat Flight Simulator	Microsoft	1	\$2.00
5	Combat Flight Simulator 2	Microsoft	1	\$2.00
6	Flight Simulator 2000	Microsoft	1	\$2.00
7	Flight Simulator 2002	Microsoft	1	\$5.00
8	Flight Simulator 2004	Microsoft	1	\$5.00
9	IL-2 Forgotten Battles	Ubisoft	1	\$4.00
10	VFR Photographic Scenery 1 for Flight Simulator 2002 (U.K.)	VisualFlight	3	\$5.00 SOLD
	VFR Photographic Scenery 2 for Flight Simulator 2002 (U.K.)	VisualFlight	3	\$5.00 SOLD
	VFR Photographic Scenery 3 for Flight Simulator 2002 (U.K.)	VisualFlight	3	\$5.00 SOLD
	VFR Photographic Scenery 4 for Flight Simulator 2002 (U.K.)	VisualFlight	3	\$5.00 SOLD
11	DVD - Flying the Finch	Tiger Boys	1	\$2.00
12	Sidewinder Precision Pro Joystick	Microsoft	-	\$10.00
13	Sidewinder Software	Microsoft	1	\$2.00
14	Battlefield 1942 Complete Collection	EA Sports	8	\$10.00

For more information contact:

Dick Colley 905-296-4027 colleydogge@execulink.com

**Power Supply
Astro Flight 12V DC
Input 120/240V AC 50/60HZ
Output +12V 12.5A**



**From the Workshop of Derek Hartwell – proceeds to Club Funds
For more information contact:
Dick Colley 905-296-4027 colleydogge@execulink.com**

**Battery Charger for R/C System Batteries
Hobbico Accu-Cycle Pro Series HCAP0260**



**From the Workshop of Derek Hartwell – proceeds to Club Funds
For more information contact:
Dick Colley 905-296-4027 colleydogge@execulink.com**

2013 SOGGI Executive

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Vice President:	Les Peer	
Treasurer:	Peter Clarke 1 Victor Blvd., ST. GEORGE, Ont.	(519)-448-3232 N0E 1N0
Secretary:	Jack Linghorne	
Editor:	Dick Colley 101, Braeheid Avenue Waterdown, Ont.	(905)-296-4027 L0R 2H5

Deadline for April Issue of Task: March 22nd 2014

2014 Calendar of Events

2014

- **February 9th Membership Meeting, Rockton Library Hall 2:00pm**
- **March 9th Membership Meeting, Rockton Library Hall 2:00pm**
- **April 13th Membership Meeting, Rockton Library Hall 2:00pm**