



TASK



Volume 32 Issue 5

December 2016

Web pages: www.soggi.ca

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“Merry Christmas and a Happy New Year to all”

This will be the last editorial preamble that I write for the TASK newsletter. After xteen years of clicketty clacking on the old Underwoods, IBM Selectrics, Apple II's, and PC Keyboards the unthinkable happened – someone stepped forward and volunteered to edit the newsletter.

Tony Baptist was the successful candidate and was voted in by acclamation. Tony is already well known for his presdigtatorial skills, his wry humour and interest in aerodynamic paradoxies. It will be good to have a new perspective brought to bear on the content and the style of our newsletter TASK. We look forward to the new editions that will appear sometime in the New Year.

Christmas time is a season of great joy. It is a time of remembering the past and hoping for the future. May the glorious message of peace and love fill you with joy during this wonderful season.

The Parting Glass

Oh all the money that e'er I had - I spent it in good company
And all the harm that e'er I've done - Alas, it was to none but me
For all I've done for want of wit - To memory now I can't recall
So fill to me the parting glass - Good night and joy be with you all



Seasons Greetings by Club President - Bob Hammett

"I'd like to wish all of our members and their families a Merry Christmas and a Happy New Year. It appears we will have a good turnout for our annual Christmas Luncheon at the Mandarin on Saturday afternoon. Lets kick back, relax, and enjoy the day. Thank you Ann Tekatch for organizing this Christmas event. Many individuals have stepped forward to make 2016 another successful year for our club. It truly has been a team effort. Our planning cycle for 2017 is already underway, which bodes well for the new year. Let's see what 2017 has in store for us.

Bob Hammett"

SOGGI GENERAL MEETING MINUTES

Date: November 13, 2016 Place: Beverly Hall, Rockton Ontario Present: 13 members

1. Introduction

Bob Hammett welcomed all present to the meeting and thanked Lyle Jeakins and Terry Dawson for providing refreshments.

2. Soldering Presentation

Marc Freeman and Andy Meysner respectively gave demonstrations of electrical and structural soldering.

3. Treasurer's Report

Bob presented the Treasurer's report for Ed Smith. The balance at the end of October was \$4,057. There were expenses for services on the website and for the club winch. Jack Linghorne proposed and Andy Meysner seconded, that the report be accepted. The report was unanimously accepted by members present.

4. Club Simulator

Andrew Piatek has reported that one of the discs of the club's flight simulator could not be read. However, Andrew managed to download the disc content and managed to get it working.

5. NOTAM for Hwy 6 Field

Mike Sherlaw has renewed the NOTAM for the Hwy 6 field.

All members please note: The new NOTAM # is 160599.

This NOTAM will expire on February 10, 2017. Marc Freeman kindly agreed to update the NOTAM # in the NOTAM logbook in the field clubhouse on the way home after the meeting.

6. SOGGI Xmas Lunch

Ann reminded those present that the Xmas lunch will be held at the Mandarin on Upper James St. in Hamilton, as last year, on Saturday December 3, 2016. If you have not already informed Ann that you are attending the Xmas lunch, please do so, with the number in your party.

7. Club Winch

Bob reported on his refurbishment of the club winch, which is now in good working order. Tony Baptist offered use of his welder which may be useful/needed for further upgrades.

8. Executive Elections

It was noted that there was a quorum of 13 members present at the meeting, exceeding 25% of the membership.

President:

Andy Meysner nominated Bob Hammett, seconded by Rob Nelson, and was passed unanimously.

Bob informed the membership that he does not wish to stand for President after 2017.

Vice-President:

Rob Nelson nominated Mike Sherlaw, seconded by Jack Linghorne, and was passed unanimously.

Secretary:

Tony Baptist nominated Andy Meysner, seconded by Marc Freeman, and was passed unanimously.

Treasurer:

Tony Baptist nominated Ann Tekatch, seconded by Marc Freeman, and was passed unanimously.

Editor:

Tony Baptist offered to take over the Editor role from Dick Colley, who is agreeable to pass over the reins. Ann nominated Tony, seconded by Jack Linghorne, and was passed unanimously.

Lyle Jeakins and Marc Freeman agreed to share the role of Events Organizer.

Tom Crawford, who could not be at the meeting today, has agreed to continue as Webmaster.

9. Field Activity in 2017

There was an open discussion on activity at the field during 2016. It was agreed that the procedure for informing Hamilton ATC has worked well. There was only 1 instance of TC informing us of other flying activity in the vicinity, that of helicopter utility work. In that case no activity was actually observed.

On some days ATC request that we call them when flying has finished for the day, which we do. If ATC do not make such a request, it is not necessary to call them when flying has finished.

Although the field is not very flat, and consequently may be difficult to judge landings, this does improve the thermal activity over the field. This has been noticeable, with several members having quite long flights.

There is understood to be a possibility of the field being stripped in 2017, in which case we will need to search for a new site. The Executive are already proactively working on this.

With no further business the meeting was closed.

Andy Meysner

Club Secretary, November 20, 2016

Club Secretary note for future use when using Beverly Hall in Rockton. The keys are now held by :

Pat and Fred Cooper, 519 647 2714.

An Embarrassing Story and Lesson Learned (or the 240 km/h crash)

by Andy Meysner

This is an embarrassing story but needs to be told. If you don't want to read it all, here is the bottom line. If using nylon wing attachment screws and they been subjected to any unusual load conditions, *then throw them away*. A more generic lesson learned is be very thorough in examining a plane and parts for any damage or change in condition after anything that is more severe than a normal landing.

So let's start with the sequence of events as I initially saw them, but as it happens were completely wrong.

My Prelude 2.5 meter electric sailplane launches are very consistent. About 20 seconds until the CAM turns off the motor at 200 meters (656 ft). The plane's momentum usually takes it up another ~50 ft before leveling out. The climbs are steep, so at this altitude looking at the plane tail on it becomes quite difficult to see, particularly against a clear blue sky as was the case here. I often lose sight of the plane at the end of the climb for a few seconds before I pick it up again. That is what happened on this occasion, only the plane never reappeared! I spent a panicked 6 minutes searching the sky to no avail and eventually gave up. I wandered back to the pit area with a sad tale to tell. With 700 ft of glide, assuming no soaring, the plane could be several km away before making landfall.

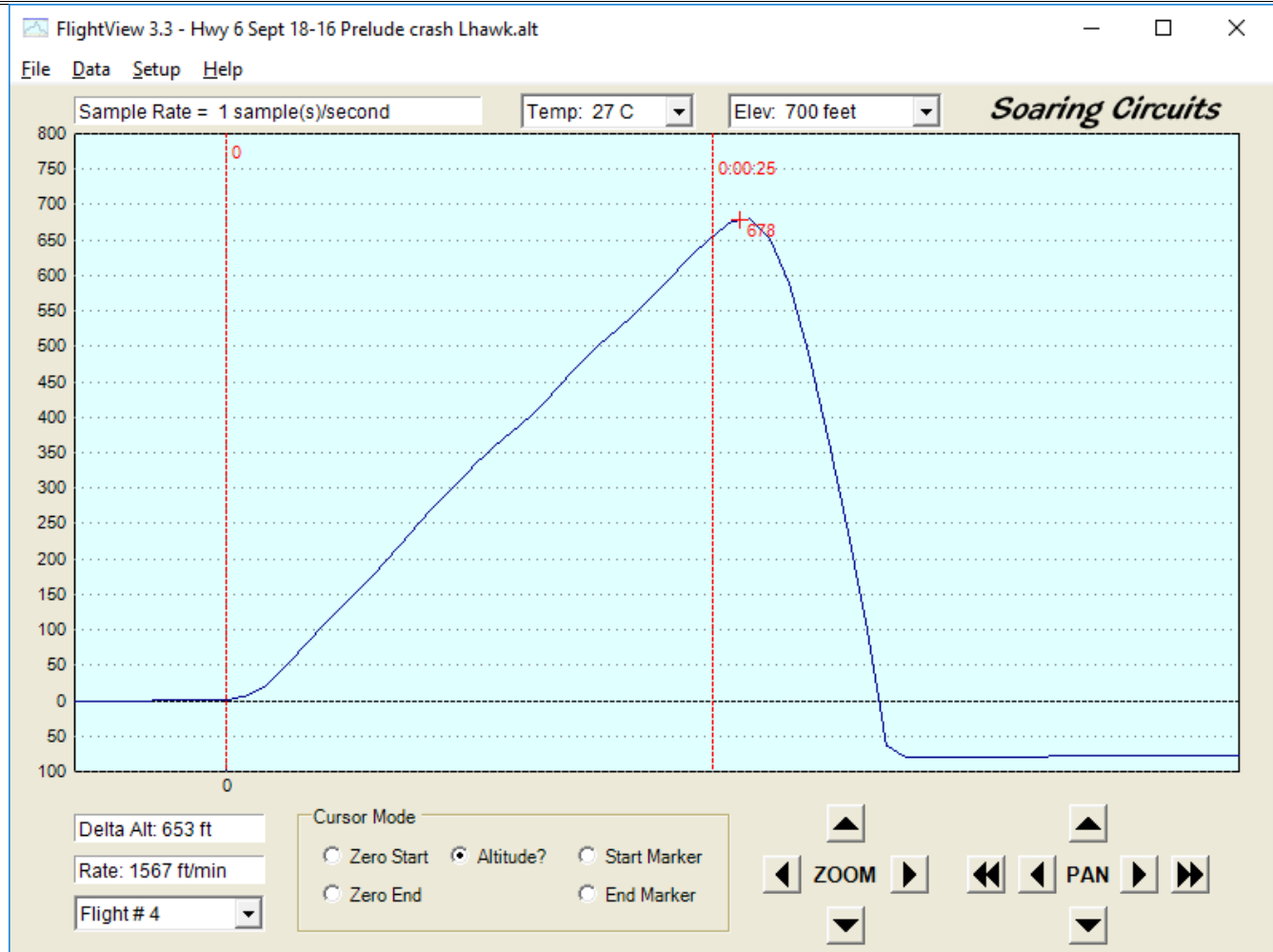
Now as it happened, while searching the sky at altitude I thought I noticed something fluttering down to earth out of the corner of my eye. I resisted looking at it because I was so intent on trying to find the plane at altitude. Had I looked at what was fluttering down, what actually happened would have been immediately evident.

It was not until I was driving home that the possibility of a major structural failure dawned on me. The landing of the flight prior to losing the plane had been in the harvested crop field north of the sod. I did not actually see the touchdown, although it was straight and level. However, the field there is not straight and level. When I went to pick the plane up, the wing was skewed slightly in the yaw direction. It must have clipped a wingtip on landing. I took the plane back to the pit, removed the wing and examined the nylon wing attachment screws. Both the screws and the wing mounting block looked fine. So I put the wing back on ready for what was to be the fateful flight.

Driving home I figured there may be a possibility of the wing attachment screws failing. In which case the plane or parts thereof should still be on the field somewhere. My hopes for retrieval increased somewhat.

There was a SOGGI Executive meeting the next day, and after the meeting several of the Executive were kind enough to come and search the field to see if what I thought might have happened was true. It did not take long to find the lawn dart of the fuselage about 10" deep into the crop field and the wings, still together, quite some distance further downwind. There was no sign of the wing screws or mounting block. The wing servos wiring harness was attached to the mounting block so that assembly was just ripped out when the wing came off.

The RAM3 recording altimeter plot below shows exactly what happened. The wing came off at about 680 ft and it then took ~7 seconds for the fuselage to hit the deck. The climb was slightly slower than usual and did not achieve the usual 700-720 ft. peak altitude. I suspect the wing started to separate slightly during the climb before finally separating after the motor shutoff. What I saw fluttering out of the corner of my eye must have been the wing.



The fateful and very short flight. Note the velocity of the fuselage on impact would be ~218 ft/s (240 km/h) not accounting for drag.

I have been flying this plane with the same size wing screws for 3 years. The screws were the 3rd set since the maiden flight, having been replaced twice. On one occasion they were damaged beyond use in a hard landing, and lost on another occasion. When I chose these screws I calculated they could take a 10G load with a conservative assumption of their strength. However, that does not take into account damage of course, or the actual material properties. In future I shall increase the conservatism. Using metal rather than nylon screws would provide more than adequate margin, but would result in more damage to adjacent parts on hard landings.

As I said at the beginning. An embarrassing story, but I have learned from it.

The only reason I am smiling in the photo below is because it was a pleasant surprise to be able to retrieve some parts after I thought it was 100% lost. The motor and ESC still work. The wings are repairable and I think some of the servos will still be OK. The fuselage might be repairable for another model. The battery was obviously a write off and the Rx is in heaven somewhere.



Lyle and Terry check out the Westover Hill

Lyle's Report and Pictures

Morning!

What a difference a day makes! Yesterday (November 18th, 2016) was a gift from the weather gods....high of 21C, 30-35km southwest winds! Today....not so much....in a word....pretty crappy! Terry & I had never been to the Westover site, so we were keen to see what it was all about. We arrived around 11 am., parked at the church yard and proceeded to impersonate two old arthritic mountain goats, as we headed for the summit up a rather steep pathway. The view at the top was definitely worth the climb! On a clear day you can literally see for miles! Andy Meysner was already flying his modified v-tailed Super Gee dlg. In fact, Andy managed to flying continuously for slightly over an hour before his eyes started to give him grief! A record flight for him!

Dick Colley, the brave, brought his 1.5 oz mini Radian to the fray! I'm like really? I figured that petite flyer would be blown halfway down the backside of the hill, but to my amazement, Dick was able to power it forward into

the ridge lift and actually caught some thermal activity further away from the hill. Remember, we are talking some pretty stiff winds 30-35 kms here!!

Just before we were thinking of packing it up, Mike Sherlaw showed up with his Sig Ninja. Mike provided some exciting moments as his Ninja scooted across the top of weeds but each time he managed to pull it out of danger. By 1:30 pm. the wind speeds were dropping so we all decided to pack it in for the day.

All in all, a great day for R/C slope soaring. Terry & I both felt we would be back, as we felt this site provided the novice flyer with plenty of opportunity to gain some stick time and flying experience.

Cheers!

Lyle

Pictures from the field – by Lyle J.



For Sale

FOR SALE:

1. Gentle Lady : SOLD
2. Bird of Time : SOLD

One repays a teacher badly if one always remains nothing but a pupil." — Friedrich Nietzsche, Thus Spoke Zarathustra

Historical Footnote:

Recently unearthed manuscripts, found near Stratford-upon-Avon and dating back to 1605, are believed to contain unpublished Sonnets by Wm. Shakespeare which he wrote for the early Elizabethan soaring missive "Ye Taske" - official newsletter of the Southern Ontario Glider Group (not yet incorporated)

SONNET to the Byrd of Time:

Shall I prepare thee for a summer's day?
To soar and fly as thermals generate:
Rough winds do shake the darling buds of May,
And summer's lease hath all too short a date:
Sometime too hot the eye of heaven shines,
And often is his gold complexion dimmed;
And yet the lift from thermals sometimes declines,
By chance or pilot's changing course untrimmed;
But thy eternal summer shall not fade,
Nor lose possession of that air thou blowest;
Nor shall dead batteries lay uncharged in the shade,
When both winch lines to untangle thou goest:
So long as men can breath, or eyes can see,
So long soars this plane, and this gives life to thee.

----- " -----
"The Budget should be balanced, the Treasury should be refilled, public debt should be reduced, the arrogance of officialdom should be tempered and controlled, and the assistance to foreign lands should be curtailed, lest Rome will become bankrupt. People must again learn to work instead of living on public assistance."

Cicero, 55 BC

So, evidently we've learned very little all over the past 2,071 years.

2016 SOGGI Executive

President:	Bob Hammett	(226)-401-1966
Vice President:	Mike Sherlaw	(519)-752-1334
Treasurer:	Ed Smith 8 – 492 Grey St., BRANTFORD, Ont.	(519)-802-8821 N3S 7S6
Secretary:	Andy Meysner	(905)-601-4228
Editor:	Dick Colley 101, Braeheid Avenue Waterdown, Ont.	(905)-296-4027 L0R 2H5

Deadline for December Issue of Task: November 22nd 2016

2016 Calendar of Events

2016

- **December 3rd , SOGGI Annual Xmas Lunch**
- **December 11th , Membership Meeting at Rockton Hall at 1:00 pm**

2017

- **January 08th , Membership Meeting at Rockton Hall at 1:00 pm**
- **February 12th , Membership Meeting at Rockton Hall at 1:00 pm**
- **March 12th , Membership Meeting at Rockton Hall at 1:00 pm**
- **April 9th , Membership Meeting at Rockton Hall at 1:00 pm**
- **May 7th , Membership Meeting at Rockton Hall at 1:00 pm**

*** Seminars and topics to announced shortly. Bring you own lunch**