



# TASK



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

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## From the Editor:

Recently a notice was issued to all members explaining how Marc Freeman and I are combining forces to produce timely and informative newsletters for our club. This edition represents our first collaborative effort, so please consider this to be a work in progress.

We feel strongly that the club's newsletter represents the "backbone" to our organization! Through this medium, we hope to keep everyone informed and up to date on the latest developments within our club and the hobby in general. You've heard it before, and you will hear it again....we need submissions from you the members. TASK is **your** newsletter! We need your input. Tell us about your favourite r/c model, a new acquisition, a humorous incident, a build you are contemplating, maybe you have something to sell....send us a note.

Let's work together to make our newsletter something to be proud of!

Best Regards, Lyle Jeakins (Editor) & Marc Freeman (Publisher)

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## President's Year End Message 2018

Well, we had a very interesting year. Lots of good flying, indoor activities and excellent turnouts on several occasions when help was needed.

The year started off with 2 very good workshops in Rockton, one on transmitter programming led by Adam Maas. Plus a small elastic launched balsa glider build led by Ed Smith, with help from Marc Freeman on laser cutting of parts.

Those who attended Adam's workshop, if my experience is anything to go by, came away with a much better understanding of Tx programming.

On the glider build both Ed and Marc did us proud in providing all the material and tools we needed. Most of us ventured out to the Community Centre field just south of Rockton afterwards to maiden our gliders.

The flying season started on April 30 with a visit to Westover, then on May 7 at the Highway 6 field. But we were only a month into the season when the sod was harvested and we had to scramble to find a new field. Ann Tekatch and Bob Hammett with help from other members did a phenomenal job of arranging with Green Horizons to use the field immediately to the west of the one being harvested. A terrific effort by many members resulted in us christening the new field with erection of the clubhouse and flying on June 30. The new field is an improvement over the Hwy 6 field in that it has a much larger open area and is less undulating. It is also much better for you free flight aficionados, and I've noticed you are taking advantage of that.

Our contests this year were all held on weekends, and we clearly had a better turnout compared to 2017 as a result. Having a BBQ at each event, thanks to Terry Dawson and Lyle Jeakins, no doubt also helped. The weather did not cooperate on some weekends, but in the end we held 8 contests. Our best turnout was on July 29 with 11 contestants. It is interesting to note out of the 8 contests we had 5 different winners. I would really like to emphasize, to those who are reticent to come and compete, how much you will improve your flying and learn by participating in contests. It does not matter one little bit if you feel you are "not up to competing". There is nothing to be intimidated about and you will not regret it.

Our open F3-RES contest directed by Ray Munro and Ann Tekatch was a first time success for this class of sailplane. It was run as an FAI 'J' event where there is a time window for each round, and the contestants took a liking to this format. Hopefully more members will have an F3- RES plane next year and we can make this an annual contest.

I'm looking forward to our intent this winter to myself and other members building a 'SOGGI' F3-RES plane. This 2-meter class of light glider is becoming very popular because it provides excellent soaring performance at relatively low cost. Ray Munro is designing the plane and members will be kept updated at the general meetings and by SOGGI email.

We have a great club with a diverse range of activities in addition to our routine flying at the sod farm and slope. As of October 26, there were 65 days of flying at the Hwy #6 and Mines Rd. fields, plus about a dozen trips to Westover.

It is because of you, the members, that our club is a joy to belong to and such a success. However, as we all know, the age demographics of the club are such that it will not be sustainable in the long term unless we keep attracting new (and younger) members. This year we had 2 events partially aimed at gaining new members. In March we held a presentation, indoor flying and chuck glider build with Army and Air Cadets. In August we had a presentation booth and chuck glider build at the Tesla Electric City Festival. Both events were received very well and the latter in particular was a huge success with young kids building (~60!) chuck gliders. However, we only gained one new member. Your Executive is considering other means of attracting new members and, if any of you have any bright ideas, please do not hesitate to let us know. We consider attracting new members to be a very important issue for the future health of our club.

Finally, I would like to say a huge Thank You to all of you, the members, who have participated or helped out in any way, run the club, and provided value to our club this past year.

Hope to see you at the general meetings and any other events over the winter.

Have a Merry Xmas and Happy New Year,

Regards, Andy Meysner

(905) 279- 0173 or by email at [meysner@sympatico.ca](mailto:meysner@sympatico.ca)

PS And just some pointers from me that will help you and the club:

If you are going flying on a particular day and there is not a post on the Fly with Friends section of the Message Board, you will stand a better chance of having some company if you post.

And don't forget if you fly at Westover you need to inform the Hamilton Conservation Authority and then post that you have done so on the Message Board, Westover Flying Notification section. Notifying HCA is a condition of our lease of the slope. If you do not have contact info. for HCA, you can get it from me or other members of the Executive.

## **Treasurer's Report:**

*(The following information has been submitted on behalf of Treasurer, Ann Tekatch, as per her report at the November 4th/18 General Membership meetings)*

We have had a year of extraordinary expenses involving the purchase of a new BBQ & tank, two public small hand launch plane builds, one with the Air Cadets and the other at the Tesla event in late August.

Consequently, our bank balance now stands at \$2908.44. As a result, your executive has decided to raise the club fees to \$40 if paid before December 31/18 and \$50 there after...still a good deal compared other RC clubs. Also, we now have made it easier to make your payment by installing PayPal on our SOGGI website where you can use your Visa or MasterCard credit card. You have to download the membership form, print it out, sign it and either take a picture of it and email it to Ann or you can give it to her directly. You can also still pay by cash at the next general meeting in December.

Be advised, your executive will be looking at ways to raise money to bolster our sagging bank balance.

## **R/C Soaring Digest:**

In the November issue an announcement was made that the December, 2018 issue will be the last one. After 14 years, editors Bill & Bunny Kuhlman are calling it quits. There is still some hope that someone will pick up the reins and continue this wonderfully informative magazine. I for one, have spent countless hours reading back issues and drooling over the awesome photography. The good news is all the archived back issues, pictures and articles will still remain available for viewing on-line for free!

## **Winter Indoor Flying**

Mike Sherlaw has informed us that there is indoor flying available at the Syl Apps Arena, 51 William St, Paris, Ontario on Monday and Wednesday afternoons, 1:30 pm to 3:30 pm. There is a small fee of \$5 charged. Most pilots use light Styrofoam delta wing models that are fun to fly and watch! Why not check it out?

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## RAYSER, F3RES: by Ray Munro

SEE 'n SEE what I can do...!!! (CNC -- get it!) Ok, that was lame. Sometime in 2007, I had seen what a CNC machine could do, and was totally intrigued enough to decide that ... *I Want One!* The search for a kit, or whole unit came to an abrupt halt after noting the prices of some of the bare-bones packages that were available at the time. So... next best thing was to source out the bits and pieces, because I knew all about eBay. Yeah, right!

The dream was put on the back burner when reality set in, that all the parts I required had to come from many different sources, and many different configurations and qualities, and many different prices too. Not to mention that being home a month or so at a time, between flying work and life in general, didn't help keep the enthusiasm up.

Fast forward to 2017... about December. I found a site called "Open Build" (<https://openbuildspartstore.com>). that effectively provided an instant kit, very reasonably priced and the follow up was that I purchased a package that I could mate with the parts that I had already acquired.

Truthfully, this new adventure was precipitated by the fact that a bad knee had sidelined me from my normally active physical life, so it was easy to use the expenditure as an excuse to fill in the extra time.

That was easy! The hard part was understanding the language of the CNC world, to put my ideas into something tangible, that might even fly! Later on, after only 10 months, I had enough info to finally burn some wood that would actually look like a use-able part... and now my house smells like the aftermath of a battery fire in a Gentle Lady!

### Some Background Information:

Having experienced the competition world of the big (read \$\$\$) carbon – Kevlar, 4 meter birds, and hand launch F3K for a few years, I knew that I was up against sponsored teams, and folks with really deep pockets, and the same guys, (and gals) were always in the top 10 – 15 finishes. The best I believe I achieved at the AMA Nationals was about 35<sup>th</sup> out of about 120 pilots...and that was about the same for the various events I had entered.

Well out of the blue comes F3 RES! And as you have heard me spout off about this before, this format of R/C flying competitions levelled the playing field in multi-dimensions for club run events and the international scene as well. The immediate effect was that some of the folks I knew personally, who were the usual top contenders, were now having to rely on their skills as pilots to

find thermals, and not on performance equipment, (planes and launching devices) and the usual bevy of helpers coaching with timing and sourcing out the best lift around.

Now anyone and everyone had an equal chance at getting the goodies, and it became evident that it could bring the fun and the “*HOLY CRAP... How did that bird get that high so fast?*”, back into the club events, and all at a price that won't break the piggy-bank. You just have to convince the “other half” that the expenditure for another toy aeroplane was well worth it -- *easy peasy!*

So, after being enticed by Ann Tekatch's description of her F3 RES birds, Nev Newman and I bought a couple of them to see what-was-what with F3-RES.. We wanted to see first hand what all the hub-bub was about: lightness, easy build, performance, and way better penetration than an *Oly 2* or *GL*.

The hype was all true! Laser cut, or router milled; just empty the box onto the building board, spray with some CA and stand back... moments later there is a balsa wood model plane sitting there waiting for covering.

The first few flights proved that the rest of the characteristics were true as well; the damn thing flew like a smaller version of the big multi function ships. Three or four inexpensive servos, minimum receiver and 800 mAh battery and a high-start.. Couldn't see the down side at all -- it was all good.

But wait! F3 E-RES or F5 RES! Geeze could it get better? Now we don't even have to make the LONG trek to the next county just to put the high-start peg in the ground (and take it up at the end of the day). Ha! I bet that one got some smiles from the rest of us, uh, *senior* types. Noticeably, (via YouTube) F5J... the big electric birds have definitely taken over the line-launch competitions and it's easy to see why. I believe (now) that our club could foster a lot more interest in our gatherings with the use of electric power.

Ok... to the present. I probably bit off more than I can chew with the club build idea, but as of right now, most of the set up to cut parts is done, and the few samples produced so far seem to be quite good.

Nothing like clicking a start icon on the computer screen, and watching an entire wing of identical ribs appear on a piece of 1/16<sup>th</sup> balsa in less than 5 minutes! Try that with your X-acto #11 blade! Even the first fuselage that came off the laser deck, that was shown at our Oct meeting, will fly. The next one(s) will be even better, as now the tweaking of the system kicks in.

I can't talk about lasers without talking about safety... I've had a long association with things of a "light" nature, and have through education, and some personal experience. learned just how easy it is to do some serious damage to one's vision. As a youngster, 14 years old, I built a 5-inch reflecting telescope and as well as annoying the neighbours at 3 in the morning in the winter, observing sky things that only come up in the winter... I also did a bit of solar photography. One of those days, I had a double exposed piece of x-ray film as a light filter over the end of the scope when my neighbour curiously came by and walked in front of the scope just as I was looking into the lens. He innocently enough peeled back the filter -- enough to completely blind my eye. It took 3 full days before my vision slowly returned. Petrified with fear and anxiety, I didn't share the event with my parents, ... and was very lucky to have my eyesight back. Lesson learned.

Even more precautions are necessary with lasers. Easily even a 2nd, 3rd stray reflection can stop you in your tracks for the rest of your life.

One other little "light" anecdote. As a heli pilot, dropping people off in the wastelands of the north, and not knowing where they would be 8 hours later (no cell phones back then) they carried a small mirror that allowed one to direct a reflection of the sun accurately at whatever they wanted to. So when it was time to pick them up as they heard the helicopter from as far away as 5 or 6 miles, they directed the sun toward the noise, and I could very easily see the sparkly reflections of their mirrors very noticeably -- even during overcast cloudy days. Never left anyone out over-nite with grizzly bears thanks to those mirrors.

Ok! One more item, our pricey, but under-used slope at the Westover site. I hope to start another project in the early spring, that being the build of a decent slope machine to entice more members to climb our "Mount Cardiac" and try some neat slope flying next year.

You can see a version of it in the archive photos of the SOGGI website (Zigi Telzer) called the GRYPHON. A Bob Martin original. Specs:

Wing Span – 71 Inches Airfoil – Full symmetrical

Wing Area – 965 square inches, (6.7 sq. ft.) Airborne weight 32 to 40 ounces ideal

Wing loading – 4.8 to 6oz

Radio – 2 to 4 channel standard or mixing

Very aerobatic, light, goes up a line launch amazingly steady, It can thermal inverted, easy to assemble and a blast on the slope.. (potential DS-ing !!)



But I digress, let's get through the F3 RES build (aka The "RAYSER!") before that happens. See ya at the next meeting -- Ray.

## **Christmas Party:**

In past years we have held this function at the Mandarin Restaurant with a good response from the members. The only problem with this location, was the fact that it was extremely busy and noisy! It was difficult for members to socialize with each other due to the tight seating arrangements. This year a decision was made to try something different.

Consequently, arrangements were made to hold the event at Kelsey's Restaurant located at the Meadowlands Complex on the Hamilton West Mountain, on Saturday, December 1/18 at 1 pm. We will have our own room this time that holds 30 people. The menu is quite varied and reasonable.

Late Breaking News: instead of multiply draws for door prizes, this year we will be selling tickets at \$10 each for a chance to fly with Mike Sherlaw for one hour of flight time in his four seater, Piper Cherokee 140, good for three people! Wowsers eh? Also, we will be selling tickets for \$5 each for a chance to win a 2M "RAYSER" F3 RES sailplane, designed and manufactured by our own Ray Munro! Monies raised will be used to help offset a year of high expenses. Hope to see you there!

On behalf of the club, a heartfelt thank you to both Mike & Ray for their generous offerings!

## **Buy & Sell:**

We recently held our first ever swap meet. If you still have items that you want to move, send me a note at [pappyjkns@gmail.com](mailto:pappyjkns@gmail.com) and we will post them here. Maybe you are looking for a particular item....why not post your request here?

## **SOGGI Breakfast Socials:**

After the flying season is over, the only time we can get together is during the regular monthly meetings. I for one, miss the weekly sessions at the field.

One of my favourite places to eat breakfast is the Skyway Cafe located next to the flight line at the Brantford Airport. I know I may have mentioned this last winter but I have to confess, I never followed through. This winter, I think we should make this happen. Rather than having a set date, I'm thinking that it might be more spontaneous in that I will send out a notice to all members to join me for breakfast with at least a week's notice. I know the Brant Flyers meet there as well, so I will try to make sure we all don't arrive at the same time. Stay tuned!



## SOGGI 1st Annual Swap Meet:

By the time you read this newsletter, our first ever swap meet will be in the books! Was it a success? I for one feel it was definitely a hit. We had about 14 members & 3 non members participate in the event, selling & buying their “treasures”. Did you sell anything you brought? Should we try it again next year?



Once again, from the comments that were made during the event, I feel we should make a few adjustments and hold another one, next year. Lastly, did you have fun? I saw a lot smiling faces and definitely a lot of animated conversations, so I have to say the verdict is in -- people enjoyed themselves!



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## An R/C Flight Diary: by Lyle

Earlier in the year, I decided that when the flying season started in May, I was going to keep an ongoing flight diary. I managed to get out to the field 18 times this year! I was hoping to hit 20 but this flying season came to an abrupt halt at the beginning of October! Since then, nothing but high winds, rain and unsettled weather....bah! Now that the flying season is over, I have been looking back and getting a real kick out of some of my notes. I can't print the whole thing....it's too long and probably too boring for others to read. However, I thought I would take a day here and there and post my drivel. You might find it amusing, you might not..

Wednesday, October 3/18:

President Andy posted on the SOGGI website on Tuesday that the conditions were looking favourable for Wednesday. I checked with the "authorities" and she felt I had enough time to get away for the morning.

I charged up the battery for the Radian Pro and worked on re-installing the nose/motor assembly which had become loose. Because the sun doesn't rise until after 7:30 am, there really isn't much need to hurry and get to the field early. Consequently I didn't arrive at the field until after 8 am. Hmmm....nobody there? Oh well, I called in to the tower & began setting up the table & chairs. It was only 13C but it didn't feel cold at all because there was absolutely no wind!! I think that is a first! There was however, a very slight mist at times. While I was there I conducted an inventory of all the items in the club house. Might as well make myself useful!

I checked out the Radian, completed my radio check then gave it a hand toss....nice and gentle landing! As there was no wind to speak of, I walked out to the middle of the field and tossed the plane into air in a northerly direction. Because of the low hanging clouds, I kept my launches to about 200' then circled around the field before setting up for a landing. Mostly 2 + minutes per round. The Radian really floats in a long way and most of the time it flew right past me! I tried using the flaps and that made it come down at a steeper angle with a little more control.

I made some good solid landings, nice and straight and gentle. On my second landing it skidded right through an open "bald" section which covered it in mud! I had to take it back and wipe it all down before going back out. I decided it was better to keep it in the air. At one point, I started the timer and clocked almost 16 minutes in the air with four, low level restarts....not too shabby!

Around 10:30 am, Ann Tekatch showed up and proceeded to set up her awesome 3M “Introduction” REF, F5J ship. She launched it and after a few restarts brought it back down and indicated it was stupid flying in the light rain! I called her a wimp! Lol!

I tried a few more launches but the battery was really sagging, so it was time to bring it back down and pack up.

I’m really impressed with the Radian Pro.....in my opinion it’s a great trainer for the novice who wants to move up to ailerons and flaps. Combined with the use of a good computer radio, you get to learn a lot about mixing. I’m feeling more confident each time I’m out, but I still have to concentrate on my landings where I predominately over shoot the tape.

### **Membership & Sustainability:**

Currently, our club records show 31 paid members on the books. We have maintained this approximate number for the past few years. Each year we seem to gain a few and lose a few, with the net result always about the same. So what’s the problem you say? I don’t have the figures but the average age of the members of our club is definitely north of 70 years! It only stands to reason if nothing changes, our numbers will slowly decline and our club will fade into oblivion.

We know that r/c soaring represents a small percentage of the overall r/c world. This means it’s even harder to attract new members. To me new membership represents new blood, new ideas....new enthusiasm! Vital for any club if it is to survive. At the same time we are actively looking for new members, we also need to make sure we hold on to the members we do have.

Your executive recognizes the problem and has been actively trying to reduce the trend. But they can’t do it alone! We all have the opportunity to sell rc soaring every day when we leave the house. One group that is underrepresented is the number of women in our club. Some hobbies such as woodworking have definitely seen an increase in numbers and it’s mainly due to women discovering the joys of woodworking. Maybe there is someone in your family that has shown interest? Perhaps you belong to another club or social group and people have approached you regarding rc soaring? Maybe a neighbour has enquired about your hobby as he or she watches you load up your vehicle for a trip to the field? My point is, there are opportunities everywhere, every day....you just have to be cognizant to the possibilities. Think about it!

2018/19 SOGGI Executive
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President	Andy Meysner	(905) 601-4228
Vice-president	Mike Sherlaw	(519) 752-1334
Treasurer	Anne Tekatch	(905) 575-5433
Secretary	Terry Dawson	(905) 318-4279
Contest Organizer	Lyle Jeakins	(905) 575-4115
Newsletter Editor	Lyle Jeakins	(905) 575-4115

2018/19 Calendar of Events
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**2018**

- **December 1 – SOGGI Christmas Lunch – Kelsey’s Meadowlands, Ancaster 12:00-?**
- **December 9 – SOGGI Membership Meeting – Rockton Community Hall 1:30**

**2019**

- **January 13 - SOGGI Membership Meeting – Rockton Community Hall 1:30**
- **February 10 - SOGGI Membership Meeting – Rockton Community Hall 1:30**
- **March 10 - SOGGI Membership Meeting – Rockton Community Hall 1:30**
- **April 14 - SOGGI Membership Meeting – Rockton Community Hall 1:30**
- **May 13 - SOGGI Membership Meeting – Rockton Community Hall 1:30**