



Official Newsletter of the Southern Ontario Glider Group

TASK



Affiliated to the Model Aeronautics Association of Canada

OFFICIAL NEWSLETTER - JANUARY, 1990

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S.O.G.G. ANNUAL GENERAL MEETING

Minutes of meeting held at Beverly Townhall on Sunday, November 26th. 1989

The meeting commenced at 13.30 hrs. with 14 members in attendance.

1. INTRODUCTION BY THE PRESIDENT:

Otto Bandmann opened the proceedings by first welcoming all who had taken the trouble to come out in support of our organization.

He then made the announcement that the club had been fortunate in obtaining what he called "a club airplane". If you've been in Otto's store you may have noticed, stowed in some corner, or perhaps hanging from the ceiling, what can only be described as the granddaddy of all Aquilas; it's an orange coloured f/glass shell. You have? Well, that's it - and it's all ours. There followed quite a few suggestions with regard to how it should be dealt with - none of which were really feasible, and some that presented insurmountable difficulties, if not physical impossibilities! But what do we do with it? Let's have your suggestions!

Having stunned the assembly with this news, Otto then asked for a reading of the minutes of the last meeting. Fred Freeman read them, and Bud Wallace proposed and Craig Packham seconded that they be passed as read. Motion carried.

2. Matters Arising from Minutes:

- a) Pirates on the field - this subject was again tackled and after some discussion the members opted to accept Otto's suggestion - if a member encounters a stranger flying on our field, ask for M.A.A.C. number and club membership - no M.A.A.C., no fly. Then tactfully suggest that he seriously considers joining the club. After all \$15.00 is really a very small amount to pay for the privilege of belonging to our group.
- b) Werner Klebert raised the case of conflict between electric powered fliers and those flying sailplanes, suggesting that hand-launched electric powered gliders only be allowed.
- ⊗ The meeting decided after some discussion, that this suggestion, although having a great deal of merit, would be somewhat of a restriction to electric flyers since it would effectively ban old timer types etc.
- ⊗ It was then suggested by Jack Linghorne that the rule be introduced to
- (i) allow any form of electric power flight as long as the electric flier was prepared to clear the area for glider fliers;
 - (ii) Glider fliers to have right of way.

These suggestions were carried in toto, by acclamation- case closed.

- c) Executive 1990 - NOminations were solicited for the Executive Committee for 1990. None were forthcoming, and the members present opted to retain the current Executive by a vote of 14-0.
- Executive for 1990

President - Otto Bandmann
 Treasurer - Gerry Fritz
 Secretary/
 Newsletter Editor- Fred Freeman

d) Safety - Discussion of the safety problem as it applies to our group resulted in a clear majority for good old fashioned common sense and tolerance, albeit including the use of adequate frequency control. (The following safety rules are the outcome of a spot-check round the table and are included here for your consideration, with a view to establishing some form of drill, the execution of which will be detailed on a notice board to be a fixture on the frequency board. Perhaps we could set up a code of behaviour with your help - suggestions are encouraged).

Those present at the meeting were almost unanimous in their feeling that at the present time, it was not considered necessary to establish a safety committee.

- 1) After launch, check the area before making a turn.
- 2) Clear launch area as soon as possible.
- 3) No flying back over launch or flight line area.
- 4) Use the frequency board responsibly - don't leave your pin on the top edge of the board "for next time".
- 5) Pay attention to possible areas of frequency conflict. - *PHLE?*
- 6) Club should issue individual frequency pins. - *oui.*
- 7) All fliers to be M.A.A.C. members and members of club.
- 8) Restrict flying to club members only and guests in company of club members.
- 9) Follow the precepts of the M.A.A.C. safety code. ✓
- 10) Don't switch on transmitter unless you first make sure that YOUR pin is on the board.
- 11) Check functions before launching. ✓
- 12) Watch out for the other guy! ✓

+ ADDITIONS SUGGESTED BY STAN SHAW
 1) ~~ALWAYS CAREFULLY CHECK CARD~~ ✓
 2) ADDITIONAL FREQ. CHECK BEFORE SWITCHING ON ✓

3. Any Other Business:- Fred Freeman then circulated a frequency list on which all present entered their current (no pun intended) frequencies. Thanks to Stan Crha for the trouble he took to draw up the initial lists. Stan is also responsible for the many sheets of copy with regard to our club "Algy project" - Thanks again, Stan!

NEWSLETTER - Our Newsletter to date has been mailed as a few folded sheets of paper. Apart from the fact that this form of mailing is prone to failure occasionally, Fred thought that we could achieve a more professional look if we put it in an envelope, so he requested permission to buy a supply in order to try the idea out. Charlie Rader very kindly offered to supply the required items and we owe him yet another vote of thanks for his efforts in the club's behalf.

There being no further business, the meeting closed at 15:00 hours.

NEXT MEETING - SUNDAY, JANUARY 14th. 1990 at Beverly Town Hall at 1300 hours.

AGENDA

Items will include - September Contest finalisation - Safety Rules discussion - Talk by Peter Taylor (?)

FIG 2. SAILPLANE WITH NORMAL STABILITY AND CONTROL

Tailplane carries down load at all times. Putting in down elevator reduces tail load and the wing pitching moment forces the aircraft nose down.

P = PITCHING MOMENT. W = WEIGHT. D = DRAG. LW = WING LIFT.
 LT = TAILPLANE LIFT. AC = WING AERODYNAMIC CENTRE. FP = FLIGHT PATH
 DW = DOWNWASH. AOA = ANGLE OF ATTACK. TP. AOA = TAILPLANE ANGLE OF ATTACK.

FIG 2A. LEVEL FLIGHT TRIM
 LOW SPEED

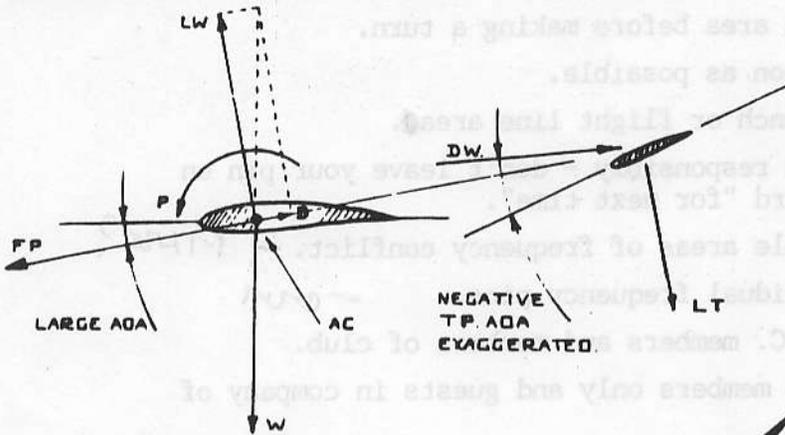
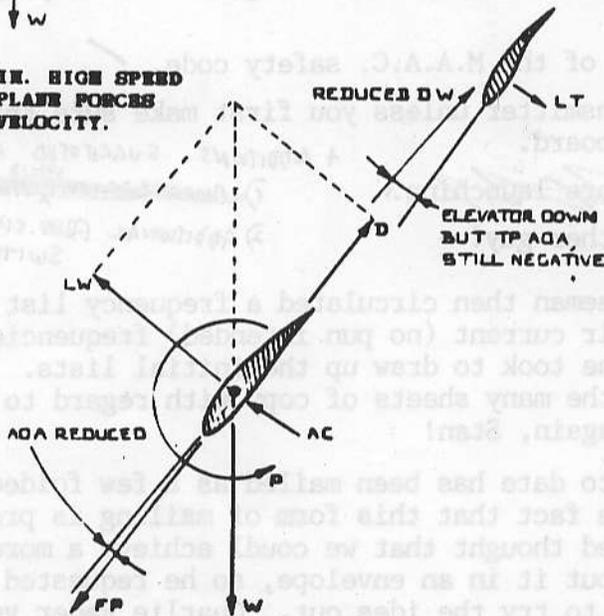


FIG 2B. DIVING TRIM. HIGH SPEED
 PITCHING AND TAILPLANE FORCES
 INCREASED DUE TO VELOCITY.



From the last instalment it will be obvious that, if the nose weight is such that the stab, in level flight, has to balance this by being set at a suitably negative angle, then it follows that in a vertical dive the stab is subjected to a down load and as a result is working in the right way - against the pitching moment.

The reader may well wonder how the action of this small surface can possibly result in balancing and indeed overcoming the increased pitch down moment of the accelerating wing; since all aerodynamic loads depend on the velocity of flight, and since as speed increases the pitching moment of the wing increases in proportion to the square of the velocity! Without all the technical jargon, the answer is that as the forces affecting the wing increase so, in proportion, do the forces affecting the stab, so that, as long as the C.G. of the model, when level, is exactly on the aerodynamic centre of the wing, the only force the stab has to balance is the pitching moment, and the pilot should be able to pull out of the dive by simply using the controls.

Simple remedies may be to:

- in flying stabs make sure that all linkages are slop-free, and that wire mounting rods are adequate.
- Balance sailplane very accurately.
- Place C.G. at or about the wing's aerodynamic centre (usually around 25% mean chord position)

There is, of course, much more to the subject than we have space for in these pages, but, here at least, we

have attempted to explain, first what happens, and we have added some suggestions as to possible remedies.

CONTEST CALENDAR - Thanks to Stan Shaw who sent us the information on C.O.G.G.'s Calendar, we have now been able to firm up the dates of our own competitions, so the calendar as of this date is pretty well set, with the exception of the September affair. Details are set out below:

CONTEST CALENDAR:

- Sunday, May 6th. 1990 ✓ S.O.G.G. - C.S.S. Day - Open day for C.S.S. tasks
Proceeds to C.S.S. Fund - Awards to be decided
probably medallions bearing CSS/SOGG Logos
C.D.'s Craig Packham *Sachin Sent*
Fred Freeman
- Sunday, May 13th. 1990 C.O.G.G. - C.D. J. McMillan - No further details at
this time.
- Sunday, June 3rd. 1990 - C.O.G.G. - 2 Metre Class - C.D. M. Thomas
- Sunday, June 10th. 1990 ✓ S.O.G.G. - Open Triathlon - C.D.'s W. Klebert
J. Linghorne *Camellia*
- Saturday & June 16/17 C.O.G.G. - Two one-day events:
Sunday Sat: Man on Man - Open Class C.D. B. Sherliker
Sun: (To be decided) C.D. Stu Pierce
- CANADIAN NATIONALS - June 30th., July 1,2,3, C.D. Niel Tinker
Sailplane Events- Open, 2M, Scale (No Std. Class)
- Saturday/ July OR August C.O.G.G. - Dash for Cash X. Country
Sunday C.D.'s Niel Tinker
Jack Nunn
- Sunday, August 12th. 1990 C.O.G.G. Novathon (LSF) C.D. Bud Wallace
- Sunday, August 19th. 1990 ✓ S.O.G.G. Novathon C.D.'s W. Woodward
F. Freeman
- Sunday, Sept. 16th. 1990 C.O.G.G. - F3B Sportsman - C.D.'s B. Sherliker
H. Berger
- September? S.O.G.G. - Durathon/Scratch Built? (Built up structure
only, no f/glass)+ Scale. (Builder of the
model rules to apply)? *Some one or*
Date and C.D.'s to be decided in January, 1990

EDITOR'S NOTE: I apologise for the brevity of this issue, the Christmas and New Year festivities took up more of our time than I had anticipated. My wife and I wish you all a Happy, Healthy and High-Flying New Year.

F.J. F.