



Official Newsletter of the Southern Ontario Glider Group

TASK



Affiliated to the Model Aeronautics Association of Canada

OFFICIAL NEWSLETTER - MARCH, 1990

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The Newsletter is published bi-monthly.

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MINUTES OF MEETING HELD AT BEVERLY TOWNHALL ON SUNDAY, JANUARY 14th. 1990

Meeting commenced at 13.25 hours with 16 members in attendance.

1. Introduction by President:

Otto Bandmann opened by welcoming all to the meeting and introducing a prospective new member SPIROS BARLAS.

2. Fred Freeman then read the minutes of the last meeting held on November 26th. 1989. W. Woodward proposed and W. Rogers seconded that the minutes be passed as read. Motion carried.

3. Matters arising from the minutes:

a) Safety:- Stan Shaw rose to bring to the attention of the membership a proposal by C.O.G.G. Safety Committee for improvements to the frequency clip - all were asked to consider conversion to this type of clip - shown in the "GULL" (I'm still not receiving my "Gull" , Stan - ED).

b) RENEWALS:- Proposed that in order to encourage members to renew early, a copy of the membership application form be included in the next "TASK". Proposed by K. Armstrong and seconded by J. Linghorne- Motion carried.

4. Any Other Business:

Werner Klebert requested that we consider making a change to the contest calendar vis-a-vis the June 10th. Open Triathlon, suggesting that we put the date back to Sunday, September 2nd. 1990 (Labor Day Weekend) and alter the format slightly, restricting eligibility to sailplanes 3 m span or over. After some discussion this was passed, and the calendar will be amended to reflect these changes.

5. September Scale Date:- The meeting then passed on to discussion of the September contest, with particular attention to date, format and C.D.'s. One proposal only was forthcoming: - Proposed that the September contest be presented in the form of a Fun Fly Event + a Scale Contest. Awards in Scale only - C.D.'s to decide tasks on the day. Proposed by W. Woodward and seconded by S. Shaw - Motion carried. Stan Crha was prevailed upon to assist W. Woodward as C. D. The date finally set for this contest was Sunday, September 23rd. Contest Calendar to be amended accordingly.

6. Stan Shaw suggested two additions to the list of Safety rules being put forward. a) Carry M.A.A.C. Membership Card in Flight box
b) Additional frequency check before switching on.

There being no further business the meeting broke for coffee after which those present listened to a very enlightening discourse on frequency control by PETER TAYLOR.

I am sure I speak for all the membership when I say that we learned a lot from that lecture. Hopefully, we shall all make a greater effort to avoid situations which may be detrimental to the operation of our equipment, especially in view of the changes about to take place in the near future. Thanks, Peter, for your timely and informative lecture.

D.O.C. NOTE: With regard to D.O.C. Licences - notices are now being circulated to Licence holders that, for our particular application, licences will no longer be required.

The meeting closed at 1530 hours.

RENEWALS: - PLEASE NOTE:

A Membership Application Form has been included in this issue for your personal use. Unless you renew your membership before APRIL 15th. 1990 this will be the last issue of "TASK" you will receive - ED

"ALGEBRA PROJECT"

Kits of fuselage parts have now been assembled and will be distributed at the next meeting on Sunday, March 11th. 1990 at the Beverly Townhall at 1:00 p.m. KEITH ARMSTRONG - 627-4011, has all the details and will be pleased to receive payment - he has laid out quite a chunk of money, so please don't be slow to pay!

The project appears to be virtually on schedule and all participants should be aware that if they need any help with the building they can call on OTTO, BILL WOODWARD or myself (Fred) - or anybody else they can think of !! Details of this project are being written up for use as a publicity project, and will eventually be submitted to M.A.A.C. for possible publication. Photographs have already been taken in relation to this and we will probably be adding more when the project is further along.

AMENDMENTS TO CONTEST CALENDAR:

1. DELETE June 10th. 1990 date and ADD SEPTEMBER 2nd. 1990 -
"Big Bird Bash" - Contest for 3M Sailplanes and up. C.D. W. Klebert
Asst. J. Linghorne
2. ADD SEPTEMBER 23rd. 1990 - Fun Fly plus Scale Contest. C.D. W. Woodward
Asst. S. Crha

NOTICE TO ALL MEMBERS - NEXT MEETING, SUNDAY MARCH 11th. 1990 at BEVERLY TOWNHALL
COMMENCING AT 1:00 p.m.

AGENDA

1. Introduction
2. Minutes of last meeting
3. Business arising from Minutes
4. Any other business
5. Video-tape showing (approx. 1 hour)

SCALE SUBJECTS #4SCHNEIDER GRUNAU BABY 2B

In 1930, with interest in soaring flight in Germany on the increase, and urgently needing a versatile glider design which would speed up training of the secret Air Force (soon to become the Luftwaffe-Ed), two of the country's leading glider pilots - WOLF HIRTH and WALTER SCHNEIDER, were called upon to produce a glider which could, in addition to the training requirement, also fulfil a high performance role, the GRUNAU BABY I was the outcome.

First flown in 1931, the Baby I was a strutted, high wing glider of very basic construction, with a wooden fuselage of hexagonal section. Somewhere between 80 and 100 Baby I's were produced. Then came the development of our subject, the Grunau Baby II B, which, as well as having a slightly larger wingspan, was furnished with a plywood reinforced fuselage, of rectangular cross section and a small windshield to protect the pilot from the slipstream's icy blast. Some Baby II's were later fitted with a completely enclosed cockpit.

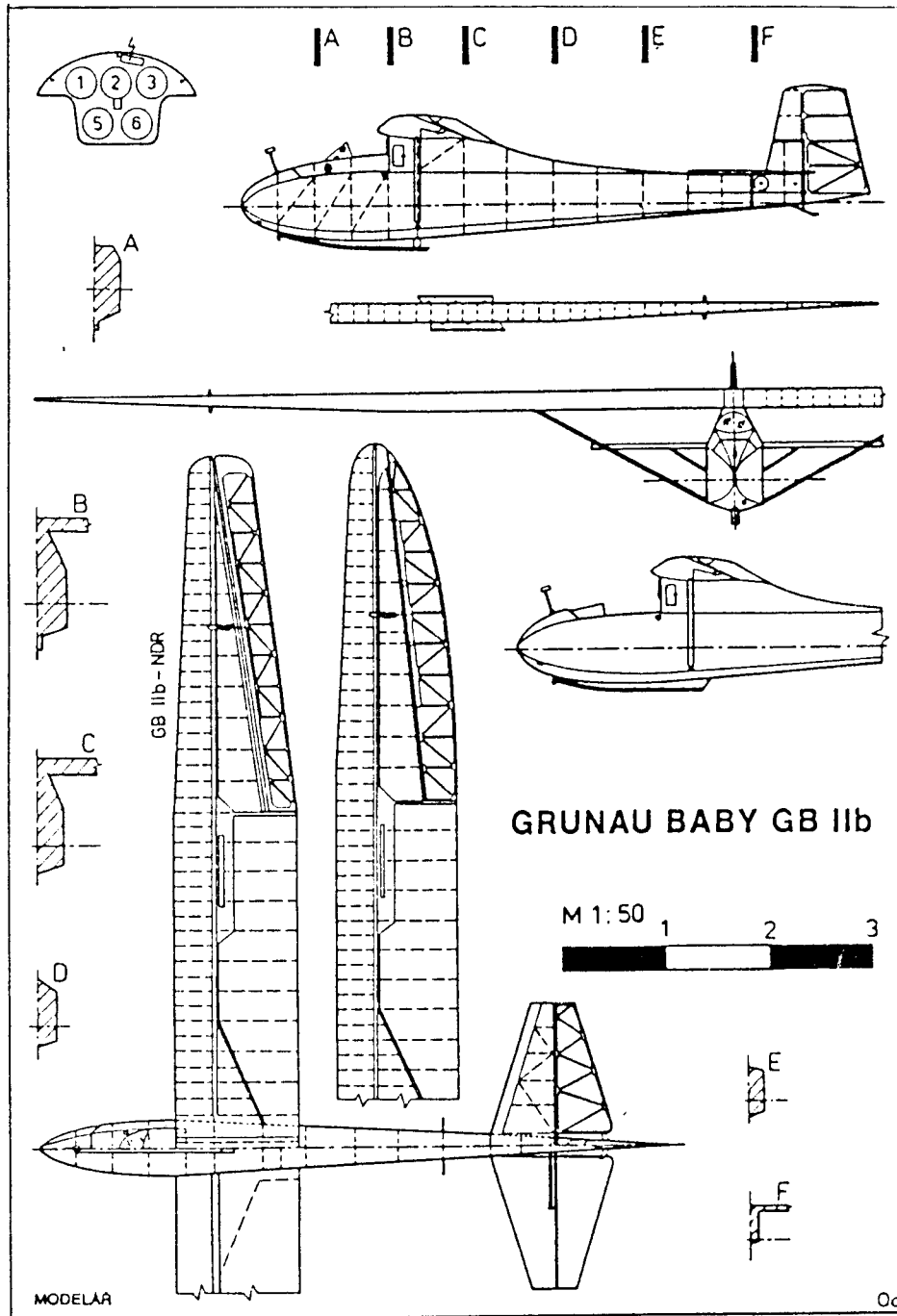
A success from the start, the design quickly found favour with many gliding clubs throughout Europe, and several thousand II B's were built in factories from Germany to the U.K. Simplicity and great performance were the main attraction, and many pre-war glider pilots gained their Silver-C certificate in its draughty open cockpit.

The airfoil used is the reliable Gottingen 535, one of the large range of Gottingen profiles used in the 1930's. These airfoils were considered to be the greatest at the time, and were still in use into the late 1950's, when, in the flood of high tech development of both aerodynamics and manufacturing methods, they were ousted by the Eppler and Wortmann sections.

Our 3 view shows some variations in details, and also an alternative wing planform - if you decide to build this one, some further research may be required in order to determine which details apply.

SPECIFICATIONS:	Wing Span	-	13.57m (44'6 $\frac{1}{4}$ ")
	Length	-	6.09m (19'11 $\frac{3}{4}$ ")
	Wing Area	-	14.2m ² (152.9 sq.ft.)
	Aspect Ratio	-	13.0

(Thanks to White Sheet, Sean Walbank, for 3-view ex Modelar Magazine. Details and specs from Janes World Sailplanes, 1978 Edition - ED)





Welcome to the Canadian Soaring Society. The aims of this organisation are -

- (a) To bring together all R/C sailplane pilots, whether beginner or expert, in a common goal and to promote our hobby at all levels.
- (b) To help you become a more accomplished R/C sailplane pilot.
- (c) To have more fun at the flying field by attempting the various tasks.
- (d) Publish a bi-annual newsletter listing members names, addresses, and their standings. Also a financial statement and other items of interest.

The programme is set up in four levels, Bronze, Silver, Gold and Diamonds. Points are awarded for the various tasks and continually accumulated even after the highest Diamond award is attained, so there will always be an incentive to better oneself. Pins and decals will be awarded to successful pilots at all levels. There is an initial membership fee of \$3.00 and a further fee of \$3.00 at each level to cover the cost of printing, mailing, awards, etc.

Enclosed is your Bronze award form. Following this, the Silver, Gold and Diamond tasks will become progressively more difficult. Silver requires further duration and landing tasks, a short goal and return flight and some optional slope duration. Gold will require some competition success and duration flights with a sailplane not exceeding 100" span. The Diamond award will again be more difficult, being roughly equivalent to LSF V.

The Canadian Soaring Society is open to all members of MAAC and to sailplane flyers from other countries. Membership in that country's National Aero Club is required (AMA, SMAE, etc.). Witnesses must also be members as above.

Upon completion of the enclosed task form please return it, together with a remittance of \$3.00 to ...



BRONZE

Bronze Pin. 100 points necessary to achieve.

Task 1. Complete three flights of 15 minutes duration or more, one of which must have a spot landing within 5 meters (16.4') of a previously marked spot.

Flight 1. Date _____ Time _____ Witness _____ 15 points.

Flight 2. Date _____ Time _____ Witness _____ 15 points.

Flight 3. Date _____ Time _____ Witness _____ 15 points.

Distance from spot _____

Task 2. Complete two consecutive landings within 5 meters of a previously marked spot from a launch height exceeding 100'.

Date _____ Time _____ Witness _____ 15 points.

Task 3. Complete two precision duration flights of two minutes, + or - 2 seconds, with a landing within 3 meters (9.84') of a previously marked spot.

Flight 1. Date _____ Time _____ Witness _____ 20 points.

Flight 2. Date _____ Time _____ Witness _____ 20 points.

Notes. All flights must be launched without assistance, using a winch or hi-start. Spot landings are measured from the nose of the aircraft to the spot, the model must not be damaged or inverted. Time of the precision duration flights must be between 1 min 58 secs and 2 mins 02 secs.

Signature _____ Address _____

Date _____ MAAC # _____ CSS # _____

I enclose \$3.00 as payment for my Bronze Pin, CSS decal and application for my Silver Pin.

Mail to: