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Official Newsletter of the Southern Ontario Glider Group

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# TASK



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Affiliated to the Model Aeronautics Association of Canada

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OFFICIAL NEWSLETTER - MAY, 1990

Vol. 6 - #3

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Any material for inclusion should be sent to:-

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MINUTES OF MEETING - APRIL 29th. 1990 - BEVERLY TOWNHALL

Otto called the meeting to order at 13.25 hrs. and welcomed the 16 members present. New members Paul Riedlinger, Joe Summers. John Westhouse and Cliff Whydah and re-joining member Roy Auwaerter were also welcomed.

1. Minutes of last meeting were read by F. Freeman. Motion to accept minutes as presented was proposed by Bill Moar; seconded by Peter Ashton.
2. FIELD: - Each member was then supplied with a handout detailing membership and location of the fields to be used this season and Otto repeated his request that all members flying at the field exercise discretion with regard to the condition of the ground.

Both locations were discussed and particular emphasis was placed on parking at the Lynden site - park only in the designated area -either on the space along the driveway, and not on the field. There is lots of unregulated parking along Main St. and Otto has undertaken the task of finding out if we can get permission to park any overflow on the parking lot belonging to the Co-op, just down the street.

3. SEPTEMBER 27th. CONTEST: - The topic of electric scale motor gliders was raised by Roger Cziraki, and a lively discussion ensued, the outcome of which was that B.A.R.C.S. rules should prevail. Proposed by Bud Wallace seconded by W. Woodward that the B.A.R.C.S. ruling allowing one motor run per flight of 45 secs for power sailplanes in competition with un-powered models be adopted. Motion carried.

NOTE: - B.A.R.C.S. rules require that scale sailplanes- powered or unpowered - achieve a maximum of eight (8) minutes flight time, timing to commence on power cut off. All scale types must be presented together with scale documentation, plus a 3-view and wherever possible photographs of the prototype modelled (Preferably in colour)

4. MEETINGS: - Kurt Fritz raised the subject of attendance at club meetings and methods of getting information re meeting times and dates to the membership. Arising from this observation, it was further suggested that we should hold our meetings at a fixed time of the month.
  - (i) Proposed by W. Klebert, seconded Bill Moar that beginning with the next club meeting (in September) we hold meetings on the SECOND SUNDAY of each month. Motion carried unanimously.
  - (ii) Proposed K. Fritz, seconded J. Linghorne that one member be appointed in each dialling area to contact others in his immediate area just before the meeting (say 2/3 days) by way of reminding them that the meeting is coming up. Motion carried unanimously.
  - (iii) Though both these timely proposals were unanimously endorsed by those present, almost as unanimously they felt that this should be put forward for consideration at the meeting in September (a note to this effect has been made - Sec.)
5. FIELD NOTICE: - E.M.F.S.O. will be holding their annual Electric Funfly on the Beverly Arena Field on JUNE 10th.- so unless you fly electric you'll have to use the Lynden site for that day. May just give you a chance to try it out!

There being no further bysiness the meeting closed at 3.15 p.m.

MAY 6th. 1990 - PRECISION DURATION

By the time we got the tent erected and set up the scoring sheet and transmitter impound, only 4 contestants had shown up - the time was now 9:15 a.m. and it looked as though we were not going to have a very good turnout - usually our May opener has attracted 12-16 people. The weather may have had something to do with the attendance - a cold northwest wind was blowing at around 20 kph and it appeared to be increasing in velocity.

The winches were set out, by which time we had 9 competitors present, and people were busily assembling planes - some test flying (it was, after all, the first of the season). At 10:15 a.m. a Pilot's meeting was called in the lee of the tent and details of the task were revealed - we had originally intended to run 15 minute, 3 flight accumulator, but in view of the strong and gusty wind decided to split it up into 4 flights, providentially as it turned out for the contestants - but hell on an already ruled up score sheet (one lesson learned).

Flying commenced in earnest at about 10:40 a.m. and Bill Woodward showed great promise as he was able to find some powerful ridge lift; Stan Shaw followed and these two set the pace in the early going with Gerry Fritz and John Crawford hot on their heels. After two rounds there was little to choose between the leaders, but waning lift and the strong wind took their toll in the third round, giving Bill Woodward a rough time with the Aquila and raising hopes for John Crawford who was very consistent. Glenn Wight, after a hard landing resumed the task after fixing his sailplane, but due to a couple of inverted landings dropped out of contention, and Werner Klebert was never far away. When all was finally totted up Stan Shaw prevailed, followed by Gerry Fritz, and John Crawford eased past Bill Woodward, topping him by only four points! It was a close one!

Considering the conditions, which although not impossible were difficult - with a strong wind making landings very much of a roulette game, we all came out of it quite well. Apart from Glenn's accident, only two others suffered any damage. Kurt Fritz had the misfortune to miss the foot switch on his first launch, and had to retire early, since he was unable to repair his plane, and son Gerry, on the very last flight, caught a tip on landing, losing landing points, but having sufficient time to ensure second place.

RESULTS:EXPERT:

- |                  |           |
|------------------|-----------|
| 1. STAN SHAW     | 1209 pts. |
| 2. GERRY FRITZ   | 1133 pts. |
| 3. JOHN CRAWFORD | 998 pts.  |

SPORTSMAN

- |                 |          |
|-----------------|----------|
| 1. FRED FREEMAN | 937 pts. |
| 2.              |          |
| 3.              |          |

Everyone appeared to be having fun, an essential part of R/C flying, and we were particularly glad to see Tom Lynch, our Zone Director, who gave a welcome helping hand wherever it was needed. The lunchtime "Hot Stove League" discussion helped to make the day more enjoyable - (helium and birdseed, anyone?)

Thanks to all who came out for this one. I also want to thank Craig Packham for his very able assistance (to say nothing of his advanced math!) and a special thankyou to Otto Bandman, Albert Fund, Bill Rogers and Keith Armstrong, who lugged winches and helped to clean up afterwards.

We learned a lot from this one.

F.J. Freeman  
Co-CD.

DID YOU EVER WONDER HOWFAST IS YOUR GLIDER?

by Don Chudyk

The only sure way is to fly the model through a speed trap (course) like that used during our Fl.5B contest and measure it. If you don't do this, there is an approximation method presented by Hark Stokely in the March '90 Flying Models Magazine which calculates the minimum and maximum velocities. The equations are not difficult to use and only require knowing the gliders wing loading (W/S). So you won't have to use a calculator all the time, I've crunched some velocities based on a range of W/S values and have included them in the table below. Velocities in both feet per second (FPS) and miles per hour (MPH) are presented.

The equations are:  $W/S = (\text{Total Weight in ounces}) / (\text{Wing Area in square feet})$

$$V_{\min} (\text{FPS}) = [(W/S)(52)]^{-5}$$

$$V_{\max} (\text{FPS}) = [(W/S)(520)]^{-5}$$

$$\text{MPH} = \text{FPS} (60/88)$$

Keep in mind that this is an approximation and a good deal more would go into the above equation to match an actual measured velocity. Even if this method is not perfect, maybe 90% correct, it is still better than not knowing your gliders speed capability at all.

W/S	Vmin FPS	Vmax FPS	Vmin MPH	Vmax MPH
2	10.2	32.2	6.9	22.0
4	14.4	45.6	9.8	31.1
6	17.7	55.8	12.0	38.1
7	19.1	60.3	13.0	41.1
8	20.4	64.5	13.9	44.0
9	21.6	68.4	14.8	46.6
10	22.8	72.1	15.5	49.2
11	23.9	75.6	16.3	51.6
12	25.0	79.0	17.0	53.8
16	28.8	91.2	19.7	62.2

(From Clarence Soaring Society's "Silent Flyair" Ed. Roman Paryz) With thanks, ED.

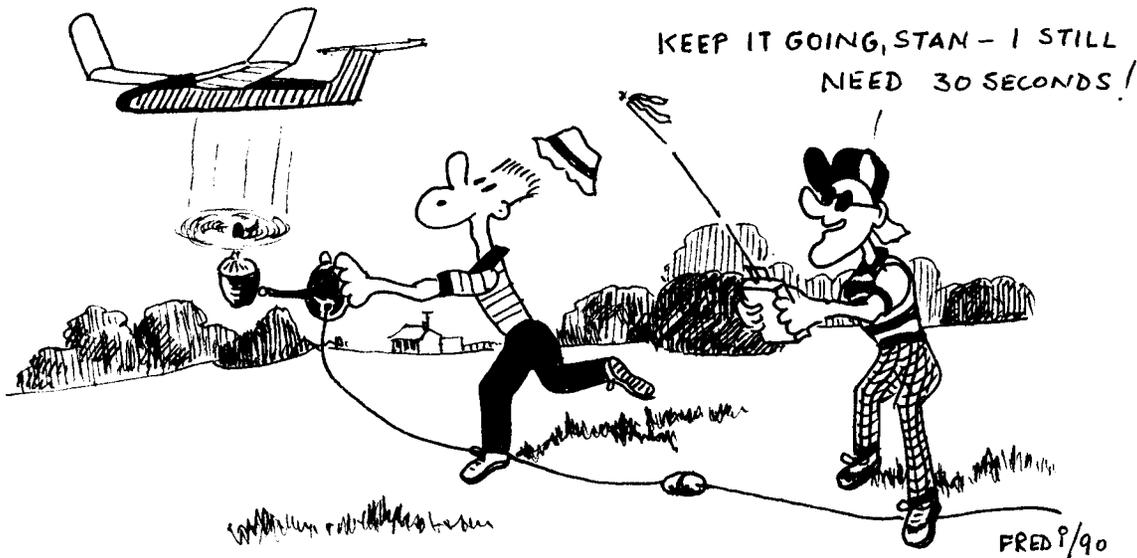
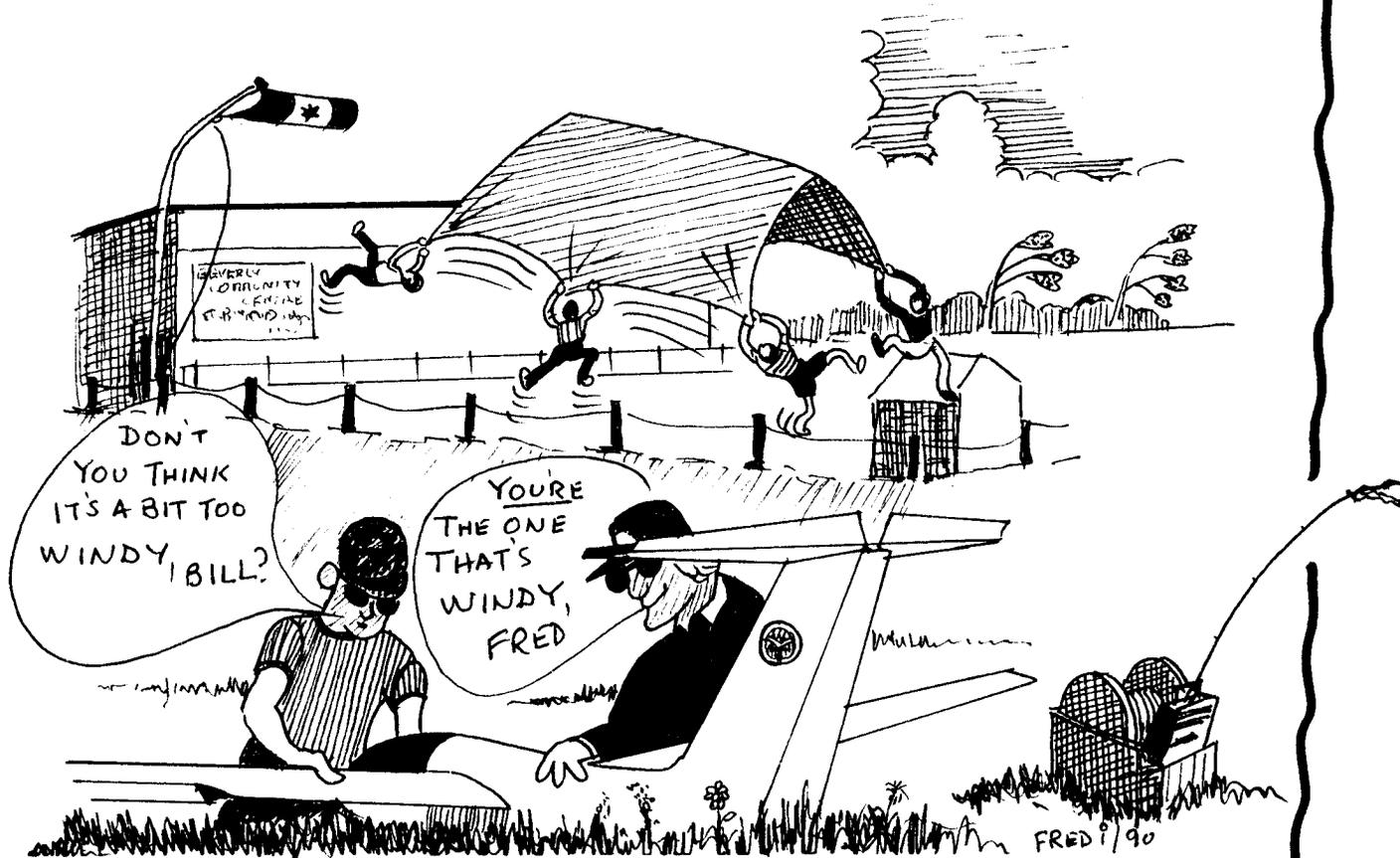
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ADDITIONS TO MEMBERSHIP LIST FOR 1990

AUWAERTER, Roy	9 Jamieson Ave. Dundas, Ontario	L9H 5A1	416-628-8496
SUMMERS, Joe	42 E Viechel St. Kitchener, Ont.	N2M 2A6	519-570-2431
VAN DER EYKEN, Gerry	56 32nd. St. Etobicoke, Ontario	M8W 3G4	416-255-4517
WESTHOUSE, John	17 Munro Street, Thorald, Ontario	L2V 2V7	416-227-7026
WHYDAH, Cliff	6574 Whitman Ave. Niagara Falls, Ont.	L7G 5B4	416-356-3633
WOODHOUSE, David	96 Division St. Guelph, Ontario	N1H 1R6	519-821-4346

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# JUST FOR LAUGHS



(IDEAS STOLEN FROM "WHITE SHEET" AMONG OTHERS, WITH THANK)