



Official Newsletter of the Southern Ontario Glider Group

TASK



Affiliated to the Model Aeronautics Association of Canada

OFFICIAL NEWSLETTER - NOVEMBER, 1990

Vol. 6 - #7

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Any material for inclusion should be sent to:-

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OTTO BANDMANN - R.I.P.

President - Jan. 1989 - Oct. 1990



It is with sincere regret and a profound sense of loss that we report the passing of our President, Otto Bandmann. He had served S.O.G.G. as President for the last two years, and had become an important part of our organisation.

* * * * *

Having worked closely with Otto on the Club Executive for only a few years, I can only speak of him as I knew him; in fact, when I first met Otto some 5 years ago I had no idea that we would ever work together for the good of the Club. I was impressed with his enthusiasm and great imagination.

Otto was not a disciplinarian President, having little or no regard for what he called 'Red Tape' (among other names), but he was always ready to help, and rarely did he miss coming out to the field on weekends, or any other time he was able to make it.

Always ready to help the young and inexperienced modeller, Otto was a fountain of reliable knowledge and a first rate craftsman - whether he was building houses or aircraft. His lifelong love affair with aeroplanes and flying in all its forms is well known, since he had built full size aircraft as well as being an avid modeller.

A leader member of M.A.A.C. for many years, Otto had connections in the E.A.A. and S.O.S.A., and had many friends in these circles.

To his wife Rose, and all Otto's family, may I offer, on behalf of the membership of S.O.G.G., our very sincere condolences.

We too, will miss him.

Fred J. Freeman
Secretary
Southern Ontario Glider Group.

HEART AND STROKE FOUNDATION OF ONTARIO
477 MOUNT PLEASANT RD.
TORONTO , ONTARIO M4S 2L9

OCTOBER 22, 1990

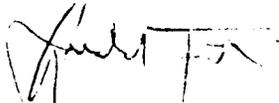
Dear Madam/Sir:

In memory of our club President, a dear and special man, Mr Otto Bandmann who recently passed away, the Southern Ontario Glider Group is presenting the enclosed donation to the Heart And Stroke Foundation Of Ontario to help support heart disease and stroke research.

Please direct your receipt for this donation to:

Mrs. Rose Bandmann
R.R.#1, Dundas, Ont.
L9H 5E1

Sincerely Yours,



Gerald Fritz
Club Treasurer

Encl.-Cheque \$50.

N O T I C E:

Members should take note that in accordance with the new agreement to hold our meetings on the second Sunday of each month, our next meeting will take place on SUNDAY, DECEMBER 16th. - 1300 hrs. at Beverly Hall,

This meeting will be our ANNUAL GENERAL MEETING, on the occasion of which elections will be held for the Club's Executive. Position are as follows:

Present Executive:

- PRESIDENT: Vacant.
- VICE PRESIDENT: Vacant.
- TREASURER: Gerry Fritz
- SECRETARY: Fred Freeman
- BULLETIN EDITOR: Fred Freeman

A nomination form has been included with this newsletter in the sincere hope that members will take the time to put forward the names of persons they consider able and willing to fill these positions. Please complete the nomination form and bring it with you to the A.G.M. on December 16th. 1990. This is YOUR chance to make a positive contribution to the Club by expressing a responsible interest in the body which administers it.

I WISH TO MAKE THE FOLLOWING NOMINATIONS:

- PRESIDENT: _____
- VICE PRESIDENT: _____
- TREASURER: _____
- SECRETARY: _____
- BULLETIN EDITOR: _____

MINUTES OF MEETING HELD OCTOBER 14th. 1990 at BEVERLY HALL.

The meeting opened at 1315 hours with 16 members present. Otto Bandmann welcomed all in attendance, then asked Fred Freeman to read the highlights only of the last meeting - April 29th. 1990.

1. Matters arising from reading of Minutes -

Only one item was put forward for discussion, that being the appointment of a committee to phone members a few days before each meeting - meeting to take place the SECOND SUNDAY OF EACH MONTH.

The three main phone areas concerned are, HAMILTON/DUNDAS, KITCHENER/WATERLOO, TORONTO/MISSISSAUGA, with just a few members in BURLINGTON.

HAMILTON/DUNDAS	Fred Freeman
KITCHENER/WATERLOO	Bill Woodward
TORONTO/MISSISSAUGA	Stan Crha
BURLINGTON	Kurt Fritz

Each of the above was provided with a complete list (current) of the membership and agreed to carry out the necessary procedure.

2. 1990 SEASON REVIEW:

There followed a discussion of the successes and failures of the season, the upshot of which was that although there had been some disappointments mainly due to weather - either too wet or too windy - the season had had some positive aspects - namely the introduction of some 16 new members, the continuation of the Algebra story, and the establishment of some important firsts:

- viz: a) C.S.S. DAY
- b) CLUB DAY
- c) BIG BIRD BASH
- d) SCALE DAY

In the event, C.S.S. Day was observed on a cold and windy Sunday in May - The weather decided the number of contestants - 9!

CLUB DAY - Notorious for the rain !!

Good field for the B.B.B. and SCALE DAY was literally blown out after having been re-scheduled due to rain!

3. The meeting then proceeded to discuss the upcoming 1991 Season, the following programme being confirmed- C.D.'s to be announced later where applicable:

Date:	Event	C.D.
May 5th. 1991	S.O.G.G.- C.S.S. Day	F. Freeman
June 16th. 1991	Scale Day & Fun Fly	W. Woodward
July 28th. 1991	Club Day - Man-on-Man ?	
August 18th.1991	Novathon - 2M & Open	W. Woodward F. Freeman
September 1st.1991	2nd. Annual Big Bird Bash	W. Klebert

Other Clubs take note - these are FIRM DATES.

5. FIELD FOR 1991:

Unless otherwise informed, it looks as though we shall be using the Community Centre facility. Any change will be notified.

There being no further business, and the weather "Passing Fair", we closed the meeting at 1520 hours and went flying!

F.J.F.

KEEP 'EM COVERED -

Some thoughts about covering.

by PETER ASHTON

A thousand years ago, when I first learned about Balsa wood, there were many choices of covering available. Oh! I'd read about, but never used "OILED SILK"; you just glued it, pulled it taut, and that was that - no dope, no fumes and no shrink! - but it was waterproof.

"JAPANESE SILK" - if you could afford it, and the dope with which to treat it - was another option. Not everybody's cup of tea because the business of applying the thoroughly wet, clinging material to the framework was messy, to say the least. Still it found favour with many and even today some prefer the satiny gloss of a well silked wing surface.

I recall that I first met Balsa in 1933 when I was 12 years old, and with every kit at that time, came "JAP TISSUE", wheels, prop. etc - all for nine English pennies (roughly a dime). Jap tissue could also be bought in the big city (MANCHESTER). It was offered in three grades - fine cost 1d - superfine 1½d and extra superfine at 3d for a sheet (approx. 18" square). Having a distinctive grain, Jap tissue, when dry, would only tear in one direction, consequently shrinking occurred at right angles to the grain when doped. When used double (i.e. two layers of Jap with grains crossed), it provided a covering that was taut, tough and very durable.

"BAMBOO PAPER" was offered in addition to Jap as a suitable covering - stronger paper than the Jap it also came in two grades - it soaked up dope like a sponge and I used it mostly on big rubber driven models (at my level there were no others!).

During the DEPRESSION when even ninepence for the cheapest kit was out of the question, we limited our flying to kites covered with newspaper or brown wrapping paper, dropping tissue parachutes from them to create a little excitement.

By 1937-8-9 we found that we could afford to cover fairly good-flying rubber driven models with Jap tissue - then came the war and Balsa supplies, Jap tissue, etc. disappeared from the stores - we even had an official ban on models over 6 ft. span, lest we turn out the local Home Guard!

During the war when we were able to find the odd bit of spruce or plywood, I used "DRAUGHTSMAN'S LINEN". It had to be washed to remove the stiffening, and used wet. The big trick being to get the whole framework doped before the covering dried out - it looked terrible, but the planes flew and that was all that mattered!

Once the war was over, we began to experiment with winch launching - our winch was a tyreless bike wheel with the line wrapped around it - exciting! It was about this time that a substance called "PLANEFILM" became available. Rumor had it that this was made from the spare gas bags from the discontinued airship programme. This material was soon used up and it seemed that nothing was available in England that was of any merit - we tried everything, even toilet paper. "ENGLISH TISSUE" (Shattered sulphite) was virtually useless.

Soon Glider models were getting larger, and more popular due to a lack of good rubber, and someone produced "RAG TISSUE" - deceptively soft until doped. This material really sucked up the dope but it was strong, and eventually led to the creation of "MODELSPAN" - (SILKSPAN, in North America).

Parachute nylon in some quantity came on the market together with a whole lot of mystical covering methods. It looked good if you could get it to stick- I heard that acetic acid was used, but I never tried the stuff.

Long hoarded supplies of Jap tissue in a rainbow of colours were eventually brought out for sale at exorbitant prices - you needed a lot of sheets to cover a nine foot glider wing, so I used to go to a local butcher - he had no meat, but plenty of tough, white paper to wrap it in! It was lightweight and strong enough for my purpose- besides, the price was right!!

Those days, thank the Lord, are behind us; now your average large glider comes all dolled up like toffee apples used to be. What do they call it "MONEYCOAT?" or as I noticed in the building instructions for my Fiesta "DOLLAR FILM?" (there's also "HORROR FILM" - ED) The trouble is that a large model these days can cost almost as much to cover and finish as the basic kit cost, so I went on the scrounge, and found a Mill-end Store selling NYLON at less than 51 ¢ per metre. POLYESTER COTTON is also cheap and very good - if you want to use the 100% POLYESTER you'll have to heat shrink it before it's doped.

PURE SILK from CHINA can be found in some of the Mill-end Stores, at about half the NYLON price, but don't try to pre-colour it or it can't be used. I bought 3 yards one time to cover a big sailplane; I dyed it Yellow - now, if any member has a relative who is due to be released from Jail and he wants something to tie around the old Oak tree - I know where there's lots of it!!

Don't forget - KEEP 'EM COVERED - remember the A.I.D.S. (Aeronautical Inspection Department!!!)

And finally, from PAUL RIEDLINGER, an item of interest for all you Computer Wizards:

I am not sure how many SOGG members have computers and modems, but if they do, there are some online resources they can access relating to R/C Soaring. The three I specifically know about are:

The Hanger - 1-714-740-0551 (California)
 Craftsman BBS - 1-602-491-3494 (Arizona)
 Compuserv - Accessed through Datapac. See a Radio Shack dealer for a Compuserv starter kit.

The first two numbers are free to call except for the line charges. They have information on all aspects of RC, but soaring is there main focus. The Hanger has the Publisher/Editor of Slope Soaring News, Charlie Morey as a regular caller, and Craftsman BBS is the official computer information exchange of RC Soaring Digest. Both are interesting and worth an occasional call.

Compuserv is the largest public computer information exchange in North America. Last I heard, they had over 1 million subscribers! Anyways, there is a section in the system dedicated to RC airplanes and information can be read and exchanged about soaring. The AMA even has its own message area. The downside to Compuserv is cost.... up to \$20.00/hr PLUS about \$7/hr line charges (depending on when you call).

All of these services allow you to leave and read messages, send and receive electronic mail, ask questions, and even download programs for your computer.

As you can tell, I am active in using computers and I am always looking for ways to use them in our hobby. If you know of anyone else in the club who has similar interests (CAD, airfoil plots, etc) send them my way.

Regards



Paul Riedlinger

POST SCRIPT:

Since this will be the final issue of "TASK" for the year, I'd like to thank all the folks who have contributed material so my sincere thanks go to:

STAN CRHA, STAN SHAW, PAUL RIEDLINGER and PETER ASHTON for their welcome contributions, without them I would have had a hard time to fill each issue.

And last, but by no means least, without the patience and hard work of my wife GLADYS, who surely deserves honorable mention in this issue. If it were not for Gladys' efforts the newsletter would never have been typed.

My very sincere thanks to you all. I'm sure that your valuable contributions will inspire more of our membership to submit material for what is, after all, your own newsletter.

See you at the meeting on December 16th. 'Till then remember to

Drift with the lift.



KEEP AN OPEN MIND - YOU NEVER KNOW WHAT IDEAS MAY DROP IN!

F.J.F.