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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 - JANUARY, 1992  
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**TASK** is published bi-monthly.

Any material for inclusion  
should be sent to the Editor.

## Minutes from the A.G.M.

The Annual General Meeting was held on Dec. 15, 1991 and a quorum was present. Minutes from the previous meeting were presented and accepted as written. A financial report was presented by Gerry Fritz. We are not in bad shape, financially! Kurt Fritz presented a report on the **Wings** program. A discussion ensued with reference to the use of a winch as a required part of the **Wings** certification. It was decided that a pilot could earn his wings NOT having been checked out on a winch, but each pilot is urged to get winch experience before he enters a contest and does some serious damage to his airplane, other flyers, spectators or himself! Common Sense (which is not so common these days) is to be the governing factor in the use of the winch versus the Hi-Start.

It appears that the field will be available for another year and the "Rental Fee" will remain at \$500. With this in mind, it was proposed by D. Woodhouse and seconded by B. Woodward that the SOGG dues be set at \$30 for Open Members and \$15 for Juniors. The motion was passed by a substantial majority. (Dues are now overdue...Gerry's address appears on the masthead. Drop him a line with your cheque!)

Speaking of the masthead, you will notice that there are several changes in the Executive of the club.

**Werner Klebert** was re-elected as President in a close contest with Bill Woodward.

**Bill Woodward** took on the position of Vice President.

**Keith Armstrong** was acclaimed as Secretary.

**Gerry Fritz** gave in to extreme pressure to remain as treasurer and

**David Woodhouse** agreed to attempt to try to live up to Fred Freeman's exceptionally high standards as Editor.

After a break for coffee and donuts, the 1992 Contest Calendar was settled as well as the date for the next meeting.

See you **FEB 9TH** at the Beverly Hall at 13:00 Hours E.S.T.

## ALTERED STATES

### A Close Encounter with a 2 Metre SIG Riser

The title refers to changes I made to the general appearance of the SIG 2 Metre Riser kit. Why, you may ask, would anyone want to change a commercially available kit design? Well, I really didn't change the design, just the look of it. It is a bit like the changes you might make to your house or garden.

This kit is well known as a beginner's sailplane and has a very creditable lineage, being derived from the 100" Riser. It uses similar proportions for the flying surfaces and is usually built to be flown on 2 channels. My kit actually contained the additional material and drawings for fitting it with spoilers, which was one of the mods I'd intended to incorporate. The wing, I thought, could be improved in looks and possibly in performance by changing the shape to resemble the Schuemann planform. The addition of a canopy would eliminate that unsightly bump at the leading edge of the wing and also allow me to do away with the drag inducing dowels and rubber bands.

Since the wing was originally designed as a one piece structure, it was rather large and awkward to pack into the car, so I decided to build it as a 3 piece wing, a centre section, to be bolted onto the fuselage and detachable tips. A new bulkhead (F-2) was cut from 1/4" stock and a 1/4" dia. hole drilled in the top-centre to accommodate a 1/4" wing retainer dowel epoxied into

the centre section on the centre line and passing through the bulkhead to serve as a canopy hold down as well. Provision was made for a 1/4"x26 nylon hold down bolt in the same manner as the "Mistral".

Brass tubes, 1/8" I.D. were epoxied into the last two bays of the centre section and the first two bays of each tip on the line of the main spar to serve as wing joiner tubes. The tips are supported with 1/8" music wire and short pieces of 1/8" dowel mounted rearward of the spar preserve the alignment between the centre section and tips. Top and bottom of the leading edge was sheeted with 1/16" balsa back to the spar to add strength.

The canopy is a simple 1/16" balsa affair having a former which butts up against the F-2 bulkhead, sliding on to the 1/4" wing retaining dowel and secured at the front by a spring clip. A little trimming of the nose block was necessary in order to achieve a pleasing line.

The plane looks quite a bit different from the original, but flies well. I had to rebuild the nose after a rough landing in a strong wind, but this doesn't seem to have affected the performance. I feel that the changes have been worthwhile. "Cleaning up" an existing design such as this can give you a whole lot of experience in thinking for yourself and perhaps it will improve the breed.

Fred Freeman

## Kids...Who Needs 'Em

It was with some reluctance that I accepted the position of Editor of **TASK**, but since I have been elected to this post, I guess it is my duty to write an editorial.

I find it interesting that I am the second oldest person employed by my company, but within the Southern Ontario Glider Group, I am one of the "KIDS". I feel more than a bit of concern about the absence of Junior members in the club. Building and flying R/C sailplanes is a "whole life hobby" which teaches far more than hand to eye co-ordination. There are other lessons and skills that the hobby has to offer. The hobby helps to build character traits that are worth having for life. These include such things as patience, attention to detail, the ability to work well alone or in a group, the sharing of experience and knowledge and the balance of the desire to win and the joy of doing your best in a competition. There are also the aspects of relaxation and lasting friendships which are all too rare in our modern lives. And here you thought that all we did was build toy airplanes.

Now whether or not you accept all of the above reasons for wanting this hobby to continue and grow, I think most of us would hate to see it die with this current generation of flyers (unless you really hate having to hang around grounded, because some kid is flying on **your** frequency). There is something satisfying in seeing a new flyer show off his first model, take his first flight, get his wings and perhaps enter

his first contest. To take an active hand in the initiation of that new member gives an even greater sense of accomplishment.

About here is where the writer gives a number of unique suggestions that can not fail to gather new young members like a squirrel gathers nuts in the fall. NUTS! I don't have that group of magic ideas, but there are some old ones that have worked in the past and are worth kicking around again. There is the tried and true "MALL SHOW". We pick a couple of shopping centres and a couple of Saturdays and put a few models and modellers on display to generate some interest. There are the Scouts, Air Cadets and similar organizations who are always happy to have a guest to present something of interest to their members. So much for interest raising. This is not the cheapest sport/hobby you can pick and before you can even make up your mind about whether it is of enduring interest, you have to invest several hundred dollars in an airplane and radio and high start. You then have to invest several dozen hours of time to turn a kit into a flyable model. If you get through all that but you are not lucky enough to have an experienced flyer to help, you are probably going to re-kit the airplane in the first 10 seconds of flight. Sounds like a pretty daunting set of obstacles to overcome.

The WINGS program at SOGG has gone a long way to alleviate much of the pain at the end of the process; that is, the part after the model is

bought and built. I think some sort of "Adopt a Novice" program that starts with introductory flights on a well behaved, slow flying floater (at least 3 mistakes high) might really help. It carries through the selection of the first model, construction, installation of control surfaces and radio and test flying. Then the WINGS program

can take over. This can be something that is formalized as an on-going project, or just an idea that we have tucked in the back of our heads the next time we see some kid 30 yards away, too shy to come any closer and ask questions. Wasn't there a time when you were that shy kid?

David Woodhouse, Editor

NEXT MEETING

FEB 9TH

BEVERLY HALL

COMMENCING 13:00

**C O N T E S T C A L E N D A R**

**1992**

- May 2nd            **NOVICE DAY**  
CD: Bud Wallace,  
Assistant: Kurt Fritz  
Alternate: Bill Woodward  
Rain Date: May 3rd
- May 31st           **ELECTRIC FUN FLY**  
CD: Bud Wallace (to be confirmed)  
Assistant: Stan Shaw (to be confirmed)
- June 14th          **SCALE RALLY AND FUN FLY**  
CD: Bill Woodward  
Assistant: Fred Freeman
- July 4-6th         **CANADIAN NATIONALS**  
See the MAAC Mag for details
- July 26th          **CLUB DAY (Otto Bandmann Memorial)**  
CD: Werner Klebert  
Assistant: Bill Moar
- August 9th         **NOVATHON or TRIATHALON (to be confirmed)**  
CD: Bill Woodward  
Assistant: Fred Freeman
- September 6th     **3RD ANNUAL BIG BIRD BASH**  
CD: Werner Klebert

**C O G G   D a t e s**

- February 22nd     **SNOW FLY**
- June 6 & 7th       **2 DAY GRAND PRIX**
- June 21st          **2 METRE MAN-ON-MAN & ELECTRIC**
- July 18 & 19th    **DASH FOR CASH**
- August 30th       **F3B**