



TASK



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Notes From the Editor:

Good morning! This edition of your TASK, is our 3rd collaborative effort between yours truly and publisher, Marc Freeman. How are we doing? We need member feedback, positive and negative. It's only through your input that we can best serve the needs of the club.

Can you believe it's May already! Sometime this month, we should be getting the green light to start flying at our new site on Haldibrooke Road! Once again, we are starting off a new flying season on a new flying site! We are hoping that our new field will remain available to us for the next 2-3 seasons!

Hopefully, you found the time to build/rebuild some models for the upcoming season. It's been my experience that you need to have a large stable of different types of sailplanes to meet the varied flying conditions and of course, the inevitable carnage! Speaking of carnage, remember our first event on June 1st/19, will be an in house, fun fly...weather permitting of course! Bring whatever you want, if it can fly, we want to see it in action!

I for one, am excited to see how our Ray's "RaySER" & the P30 free flight planes perform! We have enough members building them to make for some interesting flying sessions this season! See you at the new field!

Regards,
Lyle Jeakins
TASK Editor

President's Report:

As I write this, it is April 29 and in the 37 plus years I have been in Canada I don't think I can remember a Spring where there were so few leaves on the trees at this date. I can remember one year when a bunch of members went down to Toledo during the first Friday in April and that day I was flying on the new (at that time) field at the corner of Trinity Church Rd. and Chippewa Rd. Perhaps so much for climate change?

But hopefully we will be on our new field in a few weeks. So it is time to check all that equipment that has likely lain dormant for about 6 months.

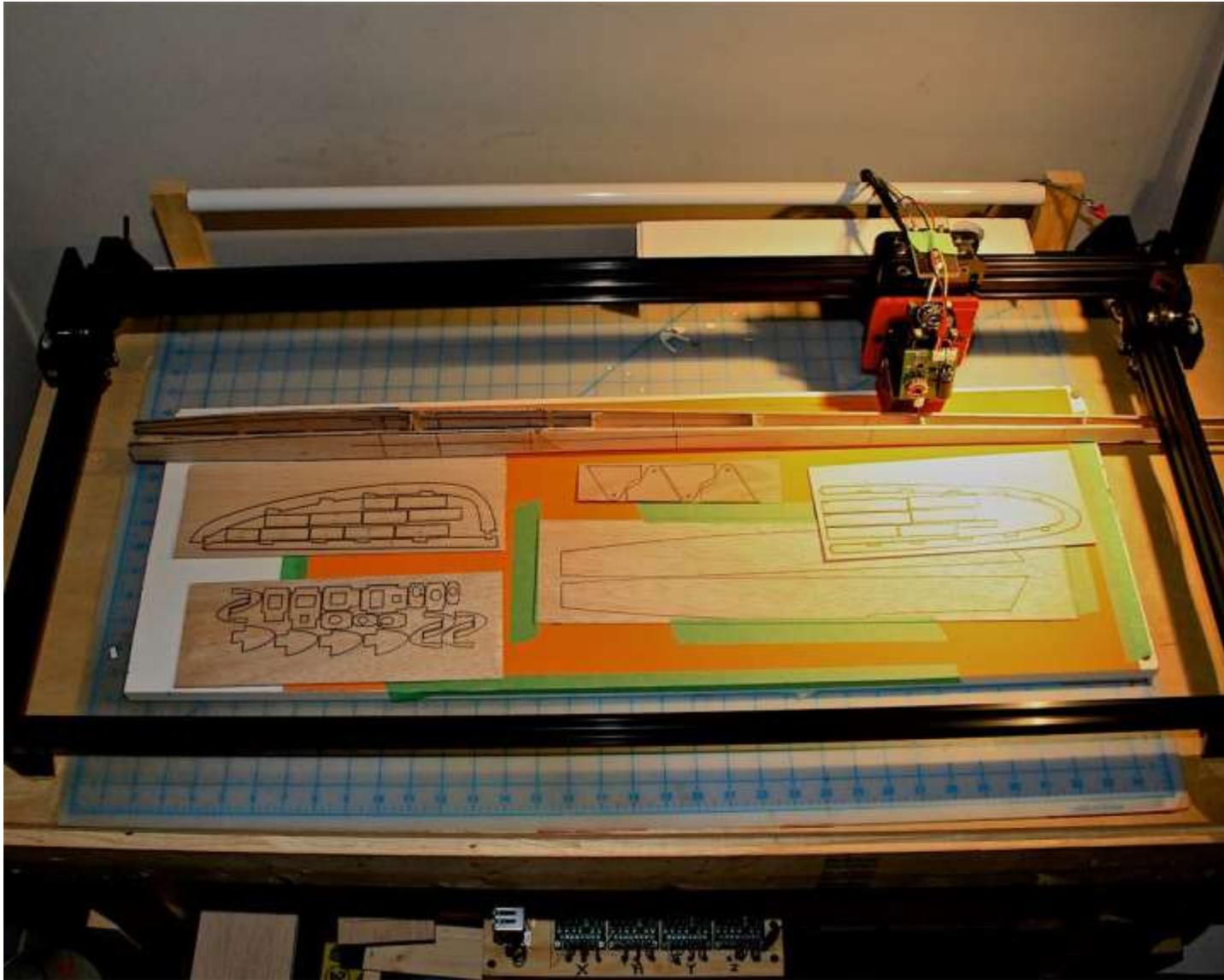
Give all the models you intend to start flying again a thorough inspection and functional check. Pay particular attention to parts that are 'Single Point Vulnerability'; that is, if they fail you are snookered. Most models of the size we fly do not have any system redundancy. So if any part that is relied on for control or proper function fails, you are likely to lose your plane to some degree or another. It is obvious what these parts are, but for example, and this is by no means an exhaustive list: all wiring/connections, battery state, control horns, pushrods, hinges (i.e. any mechanical part of control surface function), wing/stabilizer bolts, structural areas that have received prior crash damage etc etc.

One problem that I have noticed is that flexing of wiring (e.g. to connect/disconnect a battery) over time can result in wire or wire connection fatigue, resulting in an open circuit. Fortunately this type of failure is usually observed on the ground as opposed to during flight when such wiring is not being flexed.

Don't forget to also check your launching equipment. We store a lot of energy in this hardware and a failure may cause personal injury or damage to something else.

Right now I'm torn between cleaning up the garden and continuing bit by bit to complete Ray's scratch built Supra. That is a long process, so no hurry - perhaps airborne by Summer 2020. I'm also waiting for a new set of Prelude wings to install servos and cover, to get that electric sailplane back in the air.

Hoping to see you all on the field soon. We'll let you all know as soon as the field is fit for flying.



Andy

Ray's Rayser Update:

We have all been witness to the design and development process involved in getting Ray Munro's dream of a club built F3RES sailplane to becoming a reality! It all started with an idea that Ray came up with in 2018. He experienced a steep learning curve including the building and perfecting of the laser cutting process. At the February general meeting, Ray presented Adam Maas with the first edition of the kit. The idea being to have Adam refine the building process and record it on RCGroups. Recently, I spent an afternoon in Ray's "man cave" to take some pictures which I have included below.

At our April general meeting, Neville Newman "wowed" the members with his rendition of the RaySER, covered in a new material called "Smart Silk", that is purchased in Cambridge, Ontario by the 11.8" x 200' rolls! His plane comes in around 400 gms which is amazing for a 2 meter sailplane! Neville feels there's room for more weigh reduction as the kit becomes more refined.

And now, a few words from the man himself! Ray Munro!

The RaySER Project.. ...where it is at!!

Hello All!

Well... as I am back to walking upright on two legs, and have been away from the project for about 4 weeks now, ..it is time to re-direct energies back to balsa wood et al. Thanks in great part to Adam and Nev, who have taken the plunge on the first prototypes... they have provided some great insight to refining and re-mastering the bird. As well, Marcus will be putting the final touches to a complete set of plans, which until now have been a bit of a chore to assemble.

As I had mentioned before, it became quickly apparent that to achieve a 2 meter, mainly balsa-built performance plane, I had to change my hammer and anvil method of building, to one where the emphasis should be on light, and engineered for resilience. But I needed another set of eyes, hands and mind set to see the "light". The changes will come with some re-drawings, and conversions to parts making, that should achieve an easier to put-together plane, as well as hopefully a good measure of weight management, that is below the norm from factory produced versions.

The Wings:

The middle and tip sections should not need leading edge covering, which in its present build only adds un-necessary weight to the outboard. Full L/E to T/E rib cap strips will keep

the airfoil shape, and provide a surface for covering. This should, make the plane more responsive to lift indications, and controllable in landings, with gustier winds.

Leading edge sheeting will stay on the center section. This will help in building in the spoiler bays, with a bit of rigidity. I will be able to lose at least one of the center section ribs at the join point. This will make the 2-inch rib spacing consistent along the entire center section. A little less fuss and bother to assemble. No strengthening in the center section is needed because of the fear of wing bending / breaking on launches. (All based on the F3-RES high-start launching where the pull strength on the rubber is nominalized... 4 kgs)

Center section spar caps will be kept as basswood, while the middle/tip sections will go to balsa spar caps, with light vertical grain webbing for some flex strength.

The attachment point of the wing to the fuselage will change to a dowel, and bulkhead fitment at the leading edge. A tray near the T/E with bolt and nut fastener, will be much easier to assemble

The Tail Sections:

Original plans called for a veneer layer of wood, sandwiched between the trailing and leading edges of the fin and rudder, and horizontal stab. This was to try and get a straight flat hinge line, that would keep its shape after covering shrinking. We found the veneer strips not necessary, and although they add a minimum of weight at the rear, it still requires a multiplier factor of about 4 to 1 to balance that weight out, at the nose.

As well, the horizontal strips on the vertical stab, will change to oval cut-outs for lightness, making the fin and rudder easier to assemble.

Fuselage:

The only change may be that the extra bulkheads may not be necessary. The fuselage built by Nev has shown to be quite resistant to any torque or flex with just a single bulkhead half way down the fuse.

Also, as mentioned, the biggest challenge is finding consistent density balsa wood. A little bit of WWW googling found some sources of contest grade balsa that, although a little more costly, will make the kit production so much easier, and considerably less frustrating to balance pieces.

Aside from the actual building process, I will be experimenting with the laser programming to cut out most of the entire kit, with one operation. It seems at first thoughts,

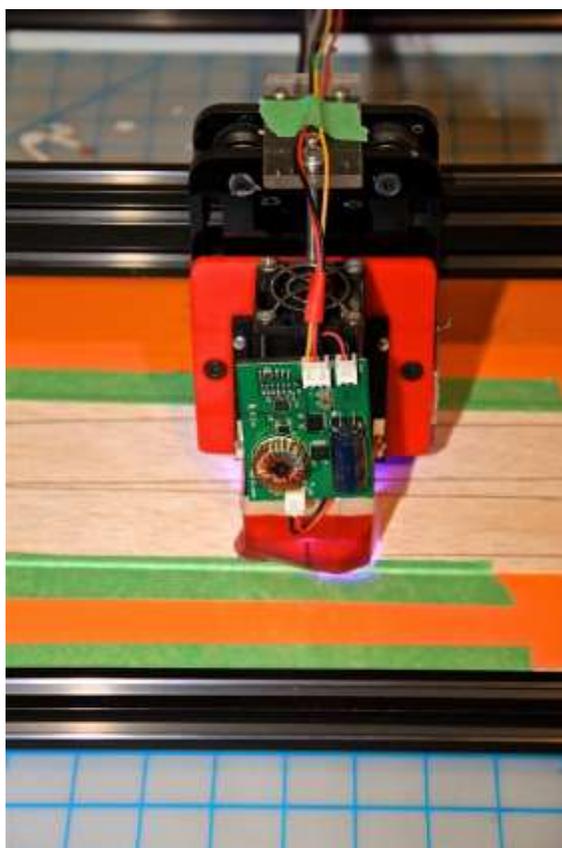
that it should be fairly easy to do. A practice run will prove that to be the case.... or not.

Thank you all for your positive interest in this project. Even with what seems like, a turtle's pace of getting it together, the wrinkles are disappearing in getting the plane off the building board and into the air. Prototype testing should be within the next week, so we will be anxious to report on that phase.

Regards

Ray.

Some examples of the laser's capabilities!





Public Outreach Programmes:

As you are well aware, our membership has followed the national trend of diminishing numbers. This fact coupled with our aging membership, has sent up red flags to your executive. For the past couple of years now we have tried a variety of presentations to the Air Cadets last February and a glider build at the Tesla event last August. Although these efforts were favourable for generating a positive image of our club to the public, they didn't really add much to the membership numbers. Bob Hammett came up with the brilliant idea of approaching the various senior activity centres to set up introduction meetings with their members. On February 20th, Bob & Ed Smith arranged a presentation at the Becket Recreation Center in Brantford. Presentations were also scheduled for the the Rec Centre at the Villages of Glancaster. We feel these facilities have members that best fit our target audience.

Becket Recreation Centre: by Bob Hammett

On February 20, Ed Smith and I set up a SOGGI display at the Beckett Centre for Active Seniors in Brantford. We hoped our display would attract new members to SOGGI. There was more interest than I had expected, but whether this will translate into new memberships is anybody's guess.

At the Beckett Centre, Ed and I had extended conversations with 7 people among a larger number who stopped by to see our display. All seven either had model aircraft experience themselves, or were mothers who indicated that their sons are (or were) into model airplanes, and that they would forward our information.

Each of the seven were given a SOGGI leaflet, and a SOGGI business card with Ed's and/or my name and phone number written on the back. We emphasized that they should also take a look at SOGGI's new website when they got home.

The staff at the Beckett Centre were super. They helped us at every opportunity. It was a fun day.

I'm aware that other SOGGI members are planning a display for at least one other senior centre location. If they obtain a similar response, then it would seem to confirm that seniors who attend Activity Centres make a receptive audience. Within SOGGI's membership capture-area, there are many other senior activity centres that we could eventually approach for staging a display. If you are a SOGGI member, you can support our ongoing effort by volunteering to help with any upcoming displays. Please also forward our Leaflet to your friends or acquaintances who may be interested in model aircraft. **Your** club needs **your** support!

Villages of Glancaster Club House:

Alan Glover was responsible for setting this presentation up in the club house where he lives. Alan also made sure to advertise the event in their newsletter and by posting our SOGGI poster at the club house with the pertinent information added to it. This presentation was scheduled for April 25th/19, 11 am. - 2 pm.

In attendance on behalf of the club were Ann Tekatch, Terry Dawson, Alan Glover, Mike Sherlaw and Lyle Jeakins, We brought a number of different types of models to represent all facets of r/c sailplane flying. Alan set up the flight sim as well for anyone interested.

I'm pleased to report that although our show & tell session wasn't a screaming success, we did get about 8 different people who came in and checked out our displays. Will we attract any members from this event? Probably not, but we did manage to shine the light on our hobby to others and who knows, when you plant the seed, what will sprout from it?

Here is some photo evidence from the show & tell.





FAI Classes Explained:

Have you ever wondered about all the different classes? I know I have, so I thought I would post what the different classes were for those members who may not know. The following pertains to r/c controlled Sailplanes:

- F3B – Multi-task Gliders
- F3J – Thermal Duration Gliders
- F3K – Hand Launch Gliders
- F3F – Slope Soaring Gliders
- F3H – Soaring Cross Country Gliders
- F3Q – Aero-Tow Gliders
- F5B - Electrically Powered Sailplanes
- F5J - Electrically Powered Sailplanes

Measurement Conversion Table

I found this excellent table during my recent wanderings through the interweb! :) I suggest that members right click on it and save the file for future reference.

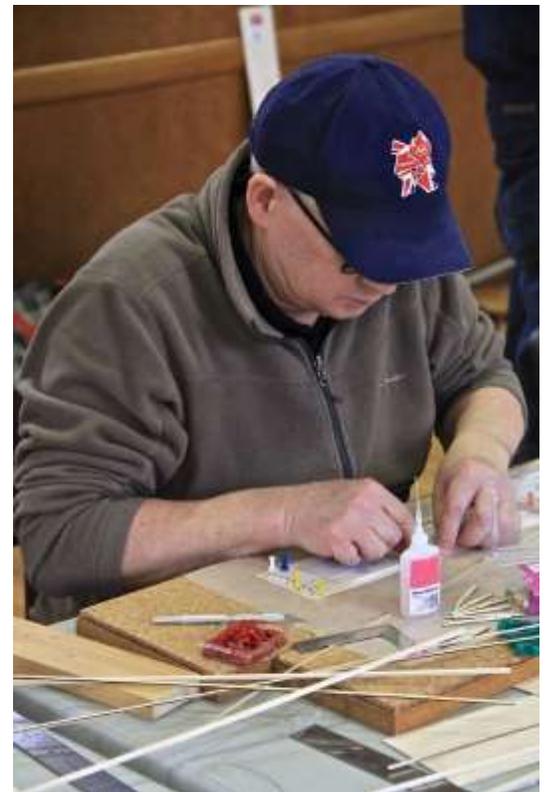
P30 Workshop:

On March 10th. members were originally, going to meet at our hall to work on portions of the Ray Munro's F3RES "RaySER". Unfortunately, kits for the RaySER weren't quite ready for production. As an alternative, Marc Freeman, suggested that we build a classic 28" wingspan, P30 designed free flight plane. To that end, Marc received orders for about a dozen of these free flighters and made up the kits on his laser printer.



As in the past, Terry Dawson & I were at the hall bright and early, setting up the tables and putting the coffee on. I for one, always enjoy these hands on, build workshops and it is amazing how quickly the time flies by. By 12: 30 pm., it's time to pack up, grab some lunch and prepare for the general meeting at 1:30 pm. Due to the complexity of the build, we knew ahead of time that we wouldn't get the little bird completed but most of us certainly made a good start. A big thank you to Marc for taking the initiative, preparing the kits and leading the workshop! Also, many thanks to Ed Smith who donated supplies and years of expertise to the other builders.

Check out our photo evidence below:





Micro Sinbad

Terry Dawson & I have been following a builder on RCGroups for a couple of years now. Red Jensen goes by the name of "Alien_Tech" and works for NASA doing research on remotely piloted aircraft. The poor bugger has to work on R/C airplanes all day...and gets paid for it! Can you say "dream job?" Lol! In his spare time, he likes to redesign old classic models and miniaturize them. So far, we have purchased a Micro Wanderer with a 30" wingspan and two kits of his latest effort...a Micro Sinbad 34" wingspan compete with stand and motor pylon. He will produce about 50 or so kits and then sells the rights to someone else. He really enjoys the development process more than anything. Red has informed us that his latest project is an aerobatic slope soarer! We are excited to see how that develops! Anyhoo, I have attached some pictures of the wee beast, courtesy of Red Jensen himself. As always, the build goes fairly quickly, it's the covering & setting up of the controls that can take a lot of time.

It's "Tick Time" Again!

We've talked about this before, but with the flying season about to begin, it never hurts to remind everyone to be vigilant. The cases of lyme carrying black legged ticks have been on the rise over the past few years. Our flying field is obviously a country location with lots of deer in the area. The deer are the primary carriers of these pests. The ticks start becoming active whenever the temperatures rise about 4C! Please take the time to review the following information.

- 1. Body Check:** As you know the younger ticks can be quite small and difficult to see. After you come home, check your hair, especially near the hair line, under your armpits, groin area, behind your knees etc.
- 2. Look for the tell tale red spot:** This a red spot surrounded by a much larger red ring. It should be noted that in some cases, there may not be any indication of the spot. Also, it has been reported that many people experience a fever and other flu-like symptoms within a week of being infected with Lyme disease. Headaches, fatigue, and numbness have been reported in varying levels of severity, with joint pain, nerve complications, and confusion being less common, but more serious side effect.
- 3. Take a hot shower:** If you have been out in a long grass/bushy area, you should make it a habit after you get home, to immediately take a hot soapy shower as this will get rid of

any loose ticks that you may or may not see.

4. **Clothing:** In an effort to make them more visible, you should strive to wear light coloured clothing. Tuck your pant legs into your socks, wear running shoes, not sandals.
5. **Use DEET!:** Use quality products with at least a 20% concentrate. Spray your clothes as well as apply it to your exposed skin.
6. **Tick Removal:** If you find one attached to your body, don't freak out and try to rip it off! Instead, use tweezers and get as close to the mouth of the tick, then gently, pull straight out. If it looks engorged, put it in a container or plastic bag and get it tested.
7. **Check your pets!:** Whenever, your dog or cat has been outdoors, you should get in the habit of checking them out thoroughly as soon as they come into your home.

Blade Inductrix Switch Air Flying Wing: By Ann Tekatch

The model is shipped with a plastic protective shell that holds the plane securely inside the sturdy cardboard box. Wingspan is about 14" (35.5cm); I picked up the new Blade Inductrix Switch Air flying wing from Paris Junction Hobbies on Friday, March 1st. With the club discount of 10% applied (thanks Paris Junction!!), the total cost including tax for the BNF version (6 Ch Spektrum compatible radio required) was less than \$70.

The little plane comes fully assembled and a 1s 150mah lipo battery with USB charger are included. While I charged the battery, I set up a new model in my Spektrum DX6 radio. The Switch Air manual instructs you to set the aircraft up as an Acro model. Aux1 needs to be set to a momentary switch and I used the Bind Button as suggested and also reversed it as the instructions also suggested. Channel 5 (gear) was set to the 3 position switch B on my radio. After that, I bound the aircraft to my radio and prepared the living room for a crash, er, cruise. I moved the throttle up and...nothing happened. Two white lights on the front of the Switch Air blinked slowly, taunting me. Not one to accept being judged by an inanimate object, I perused the manual once again and then the internet. No Eureka moments resulted. I read the manual again. It indicated that slowly blinking front lights meant 'disarm'. The manual explains how to arm the thing with the RTF model, but doesn't explain how to do so with the BNF model and a computer radio. Turns out I needed to push the momentary bind switch to activate the Switch Air. Once I figured that out, it was easy to get in the air.

The aircraft is really just a quadcopter snapped into a foam wing and it flies very easily and well. I haven't yet been able to put it through its paces. Although it's very maneuverable and can fly slowly, our living room is narrow and I am not eager to test my piloting skills in close proximity to my treasured Royal Doulton figurines!

So far, I'm impressed and pleased with this adorable little craft. I am really looking forward to our next indoor flying session!

***Editor's note:** Four of us got to try the Switch Air at the exciting new indoor flying facility located just north of Guelph. With 25,000 square feet to play in, we were able to really put the little bird through its paces! We were surprised how fast this little beast can go! Good bang for the buck!*

Member Spotlight:

We have such an interesting group of sailplane enthusiasts from all walks of life! Ever since I took over the position of TASK editor last fall, I've wanted to complete member interviews & post the results in our newsletter. For my first "victim", I chose Past President, Ray Munro.



Ray was born on the Isle of Grenada in 1943. His father was an entomologist who moved Ray & his two younger sisters to Canada in 1947. Ray is currently single with two grown children from his first marriage and two lovely grandchildren.

Ray is a graduate from Ryerson & the University of Waterloo, focusing on engineering & physics. Ray started his working career as an Electronic Engineer for Westinghouse & G.E. Later employment involved working at Domatar Chemicals in Ingersoll as the manager of their chemistry lab. There was also a 14 year stint at Canada Post involving engineering and maintenance.

Ray obtained his powered flying license in 1977 from Brantford, Airport. Then came that "fork in the road" that confronts most of us during our working years. Around this time in the late 1970's, there was a need for helicopter pilots as there was a massive push to explore & develop gas & oil in the arctic. Armed with this knowledge, Ray borrowed a wheel barrow full of cash and drove to Niagara Falls to get his helicopter license in 1979. He flew Bell Rangers up north ferrying personnel and equipment into remote camps. At one point Ray was involved

in transporting drugged polar bears out of Churchill before the onset of winter. He showed me a video of a helicopter flying out of the polar bear compound in Churchill, with three polar bears hanging beneath the helicopter and....one in the rear seat! I kid you not! Ray said the experience was.....”unbearable!” Sorry, I could nay resist! :)

Ray became interested in r/c when he was a teenager, when a neighbour showed him his new radio equipment with a “Galloping Ghost” actuator! Then came Kraft & ACE radios & equipment.

Ray was first involved with COGG, Central Ontario Glider Group, then formed Cloud Based Gliding. Eventually, he joined SOGGI because it was based out of Hamilton. Ray was president of our club for a number of years and we all benefited from his leadership.

Ray currently owns a 3.6 M Pike Perfect, 3 DLG’s, an AndRES F3RES and a Horizon Hobby, Sport Cub S for indoor flying. At one time he owned a full sized Schleicher KA 6, with a 47’ wingspan and kept it at the nearby Rockton Soaring Club (SOSSA). His favourite plane at the moment is his own creation, the RaySER, an F3RES design that hopefully will quickly become the club favourite as a number of members have expressed interest in this build.

When asked if he considered himself to be a builder or a flyer, he thought for a moment and said “both!” He truly loves to build and is an avid contest participant. His other hobbies include, Pickle Ball, where he formed a club in Hamilton and acts as an instructor, Downhill skiing (instructor), Astronomy and laser cutting.

Ray has packed in an awful lot of experience during his time on our planet and after he receives his new knee in April, there will be no holding him back!

Best Regards,

Lyle Jeakins, TASK Editor

SOGGI 2019 Contest Schedule

Date	Type	Contest Director
June 1/19	Club Fun Fly & BBQ	(Not Required)
June 15/19	LSF	Bob Hammett
June 29/19	LSF	Mike Sherlaw
July 13/19	LSF	Ann Tekatch
July 27/19	Open Fun Fly	Adam Maas
August 10/19	LSF	Andy Meysner
August 24/19	Open F3-RES	Ray Munro
September 7/19	LSF	Bob Hammett
September 21/19	Open ALES	Adam Maas
October 5/19	LSF	Dick Colley

*

contests in red are open to all MAAC members.

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Calendar of Events	
Monday, Feb 25 2019	Executive Meeting , 12:00 – 15:00 Fortino's Stoney Creek
Sunday, Mar 10 2019	Workshop – P30 Freeflight build. 09:00 – 12:30 Beverly Hall *Contact Marc Freeman for questions or to register General Meeting , 13:30 Beverly Hall
Monday, Mar 18 2019	Executive Meeting , 12:00 – 15:00 Fortino's Stoney Creek
Sunday, Apr 14 2019	General Meeting , 13:30 Beverly Hall
Monday, Apr 22 2019	Executive Meeting , 12:00 – 15:00 Fortino's Stoney Creek
Monday, May 13 2019	General Meeting , 13:30 Beverly Hall