



TASK



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From the Editor: Thinking Outside The Box!

One of the things that most impresses me about the r/c fraternity is their ability to think outside the box, to find new ways to solve old problems. I for one, am constantly trolling the plethora of forums on RCGroups looking for new ideas on solving old problems. For example, one r/c enthusiast, used a product called "Doculam" a film type covering for wings and tail surfaces. Then he discovered a product called "Smartsilk" a 1.4 mm film distributed from a company called Grand Valley-Direct, located in nearby Cambridge, Ontario. This product is used in book binding and in the car industry for advertising on vehicles. The enthusiast was ecstatic with its covering ability, low weight and cost. When I brought this material to the attention of club members, Ray Munro and Neville Newman, they immediately drove to Cambridge and picked up a 200' roll. At our April General Meeting, Neville brought in the official first completed RaySER F3RES which was covered in this new material. He also raved about the excellent working qualities of the new material. Terry Dawson also ordered a 500' roll that he shared with me. So I think we will be seeing a lot of this new covering this year. Another r/c builder specializes in using Dollar Tree Foam to build his small planes, not just Deltas but all types. I've even seen pilots use a pop bottle cut in half lengthwise as a substitute for a canopy! It is always rewarding to find a new use for a common household product! Have you found a new technique or product that has helped you with your builds? Drop me a line and we will post it and share it with the rest of the membership.

Cheers!

Lyle Jeakins,
TASK Editor

President's Report: by Andy Meysner

Well, it was a very slow start to the season, but eventually the weather stabilized to normal and we got out to the field in mid June. You are no doubt aware of and have noticed our rented Porta John and new equipment storage box. The box will make moving fields a much simpler affair as it readily fits in the back of a van.

Later in this TASK Lyle has given a run down of the contests so far this season. I would encourage you to come out and participate if you do not already. They are a great way to fly with your friends and improve your flying skills. Please do not worry about your skill level, the most important aspect is the participation.

I'd also like to encourage folks to use the message board when you intend to go flying. Please post not only if you are the first person to indicate you will be flying on a particular day, but also if you intend to join in with someone who has already posted. When someone first posts, it is encouraging for them to know that they will have company at the field or slope.

I am fortunate to have my own test flight field behind my house, a city soccer field that is well hidden and rarely used - for soccer that is. I have just returned from a post repair test trim flight on my OBUCAB* DLG. Last October the stab mount separated from the boom during launch. Despite the drastic appearance of the DLG after impact, the repair was surprisingly minor; epoxy the stab mount back on and drill out a broken plastic wing bolt. I'm hoping to give it a whirl at the rescheduled fun fly which is next weekend as I write this.

Fly safely,
Andy

***OBUCAB**, Old Beat Up Crash and Burn. I think it is at least 3rd hand and has been through many wars. Maybe I should treat myself to a Snipe someday.

Contest Overview: by Lyle Jeakins

Our first event of the season, a June 1/19 Fun Fly, didn't happen due to inclement weather. On **June 22nd**, we officially opened up the 2019 contest flying season with a rescheduled line launch event with Bob Hammett acting as the CD. This event had to be postponed from the originally scheduled June 15th date due to unfavourable weather conditions. This was the first contest at our new Haldibrook Road sod farm location.

As I write, we have had two more ALES events since then, headed by Andy Meysner & Ann Tekatch, both of which were postponed one day due to poor weather. The Fun Fly, CD'd by Adam Maas, scheduled for July 27/28 weekend was another no go due to high winds. It too was rescheduled to the following Saturday. This was imo, a very successful event as evidenced by the excellent turn out. I believe I counted 12 vehicles parked with 3 extra people. Although it became overly hot after lunch, there was still a nice breeze and full sun to ramp up the thermals!

In all the years I've been with the club, I've never witnessed such a variety of planes at the field. We had land planes, DLG's, line launch & electrics. Lots of high-end 3M + machines as well. For the first time we actually went through all the food brought to the BBQ! Hungry lot they were! :)

Normally, we usually see about eight pilots and three to four guests showing up for these events. As you can see, inclement/unstable weather has been a big factor in our contest season thus far.

Windy conditions resulted in a one day delay for our next line launch event CD by Mike Sherlaw. Unfortunately, a lot of key participants were away and the turnout was poor. Due to circumstances beyond his control, Ray Munro had to cancel the Open F3RES event. This event may be rescheduled at a latter date.

So as I write, we have two more events in September and one in October. The season is wrapping up rather quickly!

The new field has been a pleasure to use due to its generous dimensions which allow us to setup our hi-starts in almost any direction. There is one caveat! **During wet conditions, do not land on the far side of stream that enters and leaves the pond!** If you do, you have two choices, A. Walk a long way until you find a location where the stream is narrow enough to jump across. B. Take your shoes & socks off and hike through the yucky muck to the other side. The stream is deceptively wider than you think! (Ask me how I know!)

RaySER Update: Ray Munroe

Currently, there is one completed RaySER, built by Neville Newman with another model in its final stages, being built by Adam Maas. Last minute changes to the construction have set back the release date of the kit. It is hoped we will see a few kits put out while the on-going development process continues. This will likely be a winter build for the club.

Missing Loo!

Unbelievable as it may be, you have all been made aware that some unscrupulous persons have liberated our comfort station from the flying field! The executive has decided for now that we will cancel the remainder of the season's rental agreement and reimburse the operator for the loss of his portapotty. This is a very unfortunate development indeed. As it stands now, members will have to seek relief at either the gas station or Wally Parr's on Hwy 6 or the Tim Hortons in Caledonia

Just for fun, I decided to make up a new logo for our club! What do you think? :)



November Swap Meet: by Lyle Jeakins

Just a reminder, at our April General Meeting, you the members, voted in favour of holding our 2nd Annual Swap Meet at our meeting hall in the morning of our November 10th general meeting. It's never too early to start thinking about pulling out items and getting prepared for the sale. The one problem we have is lack of space at our meeting hall. If memory serves me correctly, the hall can handle about 10 or so large tables (our models take a lot of room!). With this thought in mind, please contact me to reserve a spot. I'm going to see if our zone director can circulate our new poster to area clubs. As this is only our 2nd attempt, we will learn from our mistakes and adjust the details, so that eventually we can have a successful event for all who attend.

Public Outreach: by Lyle Jeakins

As you are aware, your executive has been actively promoting our club at various activity centres. We have held two show & tell presentations this year so far. Presently we are trying to set up another event at the Sackville Seniors Activity Center located on the central Hamilton Mountain. Negotiations are also still in the works with the Canadian Warplane Heritage Museum to be allowed to set up our SOGGI banner & models at one or more of their events. Sometimes you have to plant the seed and eventually, it blossoms into a new member. You just never know, all we can do is try. What we do know is, with our club's aging demographics, and regular annual loss of members, we are heading to even lower membership numbers which could eventually lead to the demise of our wonderful club. It is our duty to not let this happen!

We need to constantly “sell” our club to the public, every chance we can get...sell, sell sell! In my mind, public exposure is key!

Tips for Flying at Westover: Submitted by Andy Meysner

First of all do not get the idea that I am any kind of slope flying expert, far from it, I am not. But I did learn to fly R/C on a slope over 40 years ago and thoroughly enjoy this aspect of our hobby. Westover is definitely an underused flying site, so I thought I'd put together some tips from my own experience to encourage more members to get out there.

➤ **Weather:** The Westover drumlin ridge runs east-west, so these are the conditions you need:

A south or north wind with an average of base speed and gusts being over 20 km/h. If the average wind speed approaches 30 km/hr, a wind direction 45 degrees either side of north or south (i.e. NW-NE or SW-SE) is usually still OK. I have not flown above 30 km/h simply because I don't have a plane large or heavy enough for those conditions.

The right conditions do not occur that often, so watch the weather a week ahead and use a 7 day forecast followed by an hourly forecast once you've found a day that looks promising.

Of all the internet forecasts available I usually default to the weather network for Westover: <https://www.theweathernetwork.com/ca/weather/ontario/westover>

2. **Plane types:** I have flown 0.6 m to 1.9 m span planes with most success being with 1.5 m, and 1.9 m in windier conditions. V tails and T tails are good simply because there is lower risk of stabilizer damage on landing. There are bushes, rocks and rough vegetation on the slope that sooner or later will find your plane. My most successful slope flyer at the moment is a 1.5 m span V tail weighing 493 g (17.4 oz) that flies well in the 20 -30 km/h wind-speed range. The wing was designed by Bob Hammett which I'm sure is a reason for its good qualities.

Ideally you need ailerons, spoilers, spoilerons or flaps. That is not to say a rudder/elevator only plane will not be successful, but it will be more difficult. You do need good turn response.

A DLG will fly well in lighter winds on the slope (better on the south side) but the tail feathers will be susceptible to damage. There is no need for a discus launch, a simple hand toss will do.

3. **Preparation:** Make sure your plane is trimmed on a flat field before you go to the slope. It is much easier to do that than trying to get trim right by flying crosswind along the Westover ridge.

It is not easy to take a lot of equipment up to the slope. Although it is only a 5-10 minute walk from the parking area, it is a pain to find you've forgotten something when you get up

there. I take a backpack and double check I've got everything I am likely to need before I start the walk from the parking area.

4. **What to expect:** Flying on a slope is quite different to thermal field flying and honestly, at first experience, can be quite daunting. It is windy, more turbulent, rough sloping terrain, lower altitude flight with less height/time to recover, and you need to stay in the zone of lift. However, don't let that put you off. If you persevere it is great fun and you will on average have much longer flight times than with thermal flying. If the conditions are good you are more likely to stop flying because you are too tired or getting bored than because you've lost lift.

When I took it up again about 10 years ago, it took me several trips to the slope before I had successful flight durations.

Don't be intimidated, to use a skiing analogy, Westover is a baby slope.

5. **Flying:** Obviously you hand launch into the wind and fly (unless you have lots of altitude) on the upwind side of the slope. I was taught to fly figure eights where you always turn into the wind until you have enough altitude to avoid the risk of flying downwind of the ridge. It can be quite turbulent downwind of the ridge, particularly close to the ground, and of course there is no slope lift there. Flying there risks downdrafts, unpredictable behaviour and an early trip back home - unless of course you want to try dynamic soaring.

Once you have enough altitude you can essentially fly in a much broader envelope provided you are confident you can get back in the zone of slope lift. That zone is essentially a rectangle bounded by the ridge line on the downwind side, a line parallel to the ridge about 75 m on the upwind side, and the slope length to the east and west. If you launch in the middle of the slope in the east-west direction, which is about 210 m from Westover Road, at low altitude you are more likely to be out of visual range before you reach the end of the slope. You essentially do not need to fly that far away along the ridge unless you have lots of height.

You will find thermals on the slope, particularly on the south side where the sun heats up the slope more than the north side. Sometimes you'll find very satisfying strong combined slope and thermal lift, rarely experienced at such low altitude on a sod farm.

6. **Landing:** If there is insufficient lift I can guarantee that you will be landing down the slope that will involve some light exercise. If conditions are good and you have a planned landing, I land crosswind with a long approach just upwind of the ridge line. I find you sometimes have to make several attempts at it because the plane does not want to sink. Spoilers or flaps are definitely helpful for landing.

Unless unlucky you will land on long grass which is quite forgiving and less prone to damaging your plane than a bad landing on sod. I have never had anything like as severe damage from a slope landing as I have had on sod.

7. **Things to remember:** The day you intend to fly at Westover, don't forget to check the message board for notifying Hamilton Conservation Authority, notify them if already not done that day and post on the message board that you have done so.

Our agreement with the Hamilton Conservation Authority does not allow powered flight. But you can fly an electric sailplane provided you remove the prop (preferable) or turn throttle travel on your radio to zero.

Park in the churchyard just across the road from the entrance to the slope.

Our Flying Field Guidelines restrict flying to 500 ft. AGL, i.e. from the top of the slope.

There is no frequency board at the slope, so if not flying on 2.4 Ghz, communicate with any other pilots to ensure you do not fly on the same frequency.

If you have not flown at Westover before and want to give it a go, but don't have a suitable plane, I have a couple of planes that members are welcome to try out if they wish. Just let me know and we can perhaps arrange something.

Club Sloper Project: by Lyle Jeakins

Recently, Andy Meysner and I were discussing the under utilized nature of our Westover Slope Soaring site. Part of the problem as I see it, was the lack of suitable models for this form of flying. The ideal ship should have somewhere between 40"-60" wingspan, full ailerons and a generous rudder for quick turning, and either a "V" or "T" tail to prevent damage to the tail section upon landing.

Marc Freeman came up with a wonderful suggestion....how about the **Micro Quark?** 1.3M wingspan, full ailerons, however, a normal tail control surface layout. The good thing is, Marc has the plans and can burn off kits for the members. This looks promising because if there were enough slopers in the hands of our members, I think we would definitely see more action at Westover!



The only problem, is Marc is in the middle of a "reno hell" project that is taking up most of his free time. It is hoped he might be able to produce a kit for a winter build. Stay tuned!

Model Planes on Greenhorizons' Fields

(Posted on July 16, 2019)

Believe it or not, **Greenhorizons'** fields do more than grow sod for your properties. These grassy plains actually host model planes from time to time. You read that right! Model planes fly around high above our sod fields!

Members of **SOGGI** head out to our sod field on Haldibrook Road to take full advantage of the wide open spaces. **SOGGI**, or **Southern Ontario Gliders Group Incorporated**, is a Charter Club of the Model Aeronautics Association of Canada. Flying radio controlled model planes is what they do best. Their 35 members get together regularly to "Fly with Friends". This spur-of-the-moment, weather-dependent flying session is great to practice for upcoming contests or casually enjoy a beautiful day of flying.

This radio controlled model sailplane club is located in Hamilton, Ontario. Devoted solely to sailplanes, this creates an amazing community. They specialize in "climb-and-glide" soaring models.

Flight Contest

Recently, members of SOGGI showed up at a Greenhorizons Sod Field to fly their Radio-Controlled Gliders (or RC Gliders) in a contest. This particular contest consisted of 6 flights. Each flight had a time goal and a designated landing area. The goal of the flight was to land your plane along the designated landing strip as close to the time allotted as possible. Starting at 5 minutes per flight, the contestants then completed a 6 minute flight and so on until their final flight which lasted 10 minutes. The closer you land to the allotted time as possible, the more points you acquire. Any seconds you go over or under the allotted time, you are docked points. This is an example of a contest that SOGGI runs regularly with the members' model planes on sod fields.

Model Planes and Sod Farms

Formed in 1984, SOGGI has approximately 35 members and are always looking to expand. They love spending time on the sod fields as there are no obstructions to worry about should something go awry during their flight. In addition, they can land their model planes virtually anywhere on the field!

In fact, the current Canadian Open Thermal Duration Record was set way back in 1985 at a sod farm in Cookstown, Ontario. Jack Nunn holds this record with 2 hours and 47 minutes in the air. Clearly, these organizations have been using sod farms for many years! And we are so pleased to be a part of it! Hopefully, we will continue to be able to play host to members of SOGGI and their model planes for years to come. This unique partnership is very important to both sides!

For more information on SOGGI, check out their [website](#).

Here are some photographs taken during our recent fun fly!







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Calendar of Events	
Sept. 28	SOGGI Open ALES contest. 9:00 am at the field, Adam Maas CD
Oct 5	LSF Contest. Electric or line-launch TBD 9:00 am, Dick Colley CD
Oct. 20	General Membership Meeting. Beverly Hall, 1:30pm
Nov. 10	SOGGI Member's Swap Meet. Beverly Hall
Nov. 10	General Membership Meeting. Beverly Hall, 1:30pm
Dec. 8	General Membership Meeting. Beverly Hall, 1:30pm
Jan. 12 2020	General Membership Meeting. Beverly Hall, 1:30pm
Feb. 9 2020	General Membership Meeting. Beverly Hall, 1:30pm
Mar 8 2020	General Membership Meeting. Beverly Hall, 1:30pm
Apr 19 2020	General Membership Meeting. Beverly Hall, 1:30pm