



TASK



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From the Editor

Can you believe it's **March 2020** already! I'm still partying like its 1999! LOL! You remember 1999 & Y2K? when all the "*experts*" thought the computer world would be grinding to a halt as we welcomed in the new millennium! It seems silly now to think of it, but I recall it was very real and stressful at the time.

The good thing is, Winter is almost over! Woo Hoo! We got lulled into thinking it wasn't going to happen this year with January & early February being so mild and snow free. Then Winter hit us with all it's ferocity! I'm so done with it... come on Spring! 😊

We still have to get through a few more months before we are allowed back onto the field. The good news is, we will be allowed another season on our Haldibrook Road field! Unfortunately, there is one caveat! it's the nature of the sod farm business. Peter Rauwerda at Greenhorizons indicated he can't guarantee we will have the use of the field for the whole flying season. They never know when a large order will be received and they may have to take the sod on short notice. The good news here is, we have a plan "B" option! They have indicated a number of alternate field locations would be available if we were forced to move. It all bodes well for the next few years at least. We are so fortunate to have this wonderful ongoing relationship with Greenhorizons!

Now's the time to focus and really put a push on, to finish off any building projects for the upcoming season. It has been my experience that you need to have a number of line launch & electric models ready for the flying season. We've all experienced the inevitable mishaps that seem to occur at the field with little provocation! 😊

Cheers!

Lyle Jeakins
TASK Editor

President's Message: By Andy Meysner

No doubt many of you are getting itchy fingers and looking forward to some sunny fresh air on the flying field. Well if mother nature cooperates, hopefully that will only be another 6-8 weeks as I write this. It is a glorious 15°C sunny day today, but of course that is just a temporary teaser for things to come.

We have had some good turnouts at our general meetings with interesting show and tells. The transmitter programming workshop hosted by Adam Maas has just been held and was extremely useful to those who attended. I am a Spektrum user and have known for some time that typically one only scratches the surface with the capability of our radios these days without help from a more experienced user.

On that note I believe we are very fortunate in SOGGI to have a wealth of expertise in many aspects of our hobby. So we have been thinking of introducing into Task an "Ask the Expert" column where members can ask for any advice/help and have that published for the benefit of all.

We have one workshop left in this off-season, led by Ed Smith, completing the Square Eagles that were initially built at a workshop last year. I saw a completed one perform at the field this year and it is a very well performing free-flight plane.

Looking forward to next winter, with an aim of inspiring more interest in slope flying, if its flight performance is as expected, we are thinking of a club build of KF Crossbow slopers. This is a very low cost, simple to build, 36" span foam/carbon reinforced flying wing. Terry Kovack has one built ready to go and at least 2 more are under construction. All being well we'll try them out at Westover this summer. You can view the build log and a video here:

<https://www.youtube.com/watch?v=TfJC9yxwHyc>

Hope to see you at the field within a couple of months.

Andy

Crossword Puzzle Solution: by Andy Meysner

(This is the puzzle that was published in the December/19 issue of TASK.)

The Solution!



Club 3M E-RaySER:

Ray is now in the process of building a new CNC router that once finished, he will use it to build his prototype 3M, E-RaySER. Unfortunately, Ray has been through a rough patch with some medical issues recently, which has slowed his progress with this project. The good news is, he's on the mend and more determined than ever to get back on track! 👍

Club Sloper Project:

As discussed at our winter meetings, our Westover slope soaring site is under utilized by the members. Through discussion, we realized in order to increase its use, we needed a leader to "rally the troops" so to speak. **President Andy** has agreed to lead the charge. The next thing is to try and come up with a suitable plane for this type of flying. There are kits available such as the Sig "Ninja" for about \$100. Ray Munro has indicated he is working on a "Gryphon"

that he knows from experience, is a great sloper. Marc Freeman is also working on making kits available of a **1.2 M Micro Quark**. Marc also picked up a **Flite Test, Versa Flying Wing kit** that he will also be evaluating as a potential club build project.

As discussed at our February & March meetings, we are also looking at a pure foam board construction type sloper called the “**Crossbow**” another fairly cheap option that suits itself to a winter group build workshop. President Andy plans on making a prototype of the 36” wingspan, Crossbow during the upcoming outdoor season. He will evaluate the build and the flying characteristics to see if it would be a good fit for our club.

To our delight, **Terry Kovacs** brought his freshly made Red & white **Crossbow** to the March meeting but hasn’t had a chance to fly it as yet. He mentioned it only took a couple of hours to make and cost was kept low using existing parts. Good job on the Crossbow Terry! 👍



Thoughts For The Day:

“Dreams without action, are just dreams.”

“Action without planning is a disaster!”

“Eagles may soar, but weasels don’t get sucked into jet engines.”

Winter Workshops:

On the morning of March 8th, **Adam Maas** led a workshop on transmitter computer programming. 4 members enjoyed this very informative event! Some of us were able to resolve some outstanding programming issues, while others such myself, was able to convert my Radian Pro over to the Spectrum system complete with 3 flight modes, mixes, throttle stick cut offs, DR & Expo just to name a few of the set ups. Thank you Adam for you leadership in this matter.



Just a quick reminder that the workshop scheduled on **Sunday morning, April 5th**, led by **Ed Smith** has been postponed until the fall due to COVID-19.

Workshop Organization:

Okay, I think my experience is pretty typical, but after being back in the r/c business for only eight years, my collection of “birds” and equipment has slowly grown into a chaotic mess! 🙄 The situation was brought to a head by the recent acquisition of some really large wingspan sailplanes from former SOGGI member, Stan Grandfield! Oh my! Now I really have no option but to take action... the “*elephant in the room*” was my ever-growing r/c collection!

We all have different sized areas to work with. Those with smaller areas have to get organized and disciplined right from the get go. The problem arises when you have a decent sized area and you aren't forced to organize. The danger here of course is, the clutter and chaos can slowly creep up on you until one day you realized you are in deep doo doo! 😞

I began by hauling everything out of the room! I became ruthless! Older damaged airframes and wings were tossed! Kits that were never going to be built were put aside for sale. Racks were made from 1”x 3” strapping and 3/4” doweling to hold the wings. All the r/c paraphernalia that has been collected in various boxes over the years is being sorted and stored together for quick access for future use. The next important step was take an inventory of my planes. This was followed by a plan of action, focusing on one plane at a time to get it ready to fly. This an ongoing challenge of course and I have attached a photo of my new “**Wall of Wings**” to show my progress. If you have any suggestions or experiences regarding the organization of your shop, please send me a note and I will share with the other members in future TASKS.



TASK Buy & Sell:

I want to remind members that besides posting on our SOGGI website, they can also use our newsletter to sell r/c related items or when they are looking to buy. We have had good success in the past but somehow, this feature has fallen by the wayside.

Ask an Expert:

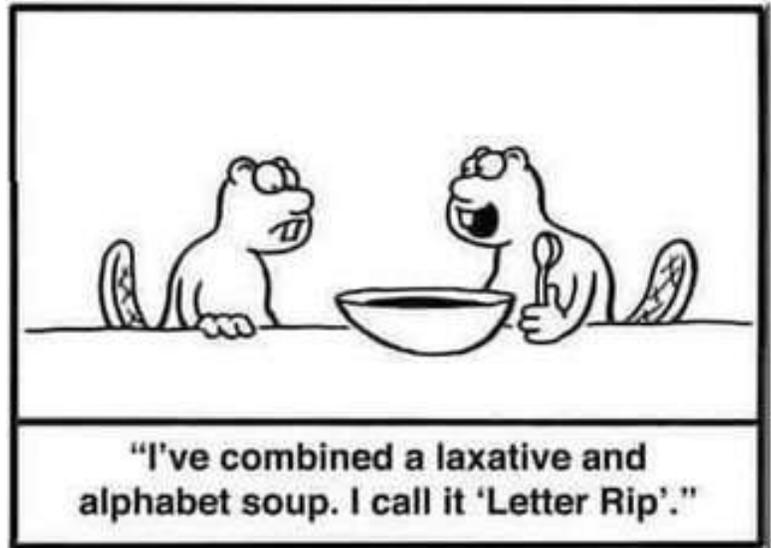
After experiencing the plethora of information that was received at our programming workshop, We came up with the idea of a regular feature in our Task. Members are encouraged to send me r/c related questions that will be included in our newsletter along with the answer of course. This way we all get the opportunity to learn. 👍

R/C Land Yachting:

Okay, it's not exactly soaring, but it is r/c and it involves the use of a wing....well, a half of a wing! ☺ I came across the idea back in January and found out that it used to be quite popular in the past. Originally, I was looking for an iceboat but soon realized you could have both! Just change out the wheels for blades depending on the weather. Ann Tekatch and Mike Sherlaw upon seeing the pictures, immediately jumped on the bandwagon and ordered two "Bat 2" units from California. After seeing how much fun they were to operate, Terry Dawson and I ordered two more! These models have a 59" mast and 4" wheels and a very flexible suspension. They can be used on any low traffic, asphalt areas, minimum of 100 x 100 M is about right. Just a simple two channel set up and off you go!



Sailing a land yacht is **not** like sailing a boat on wheels but more akin to flying a sailplane. It's all to do with the "*apparent wind*". Due to their design and light construction, these wee beasts can go 2 to 3 times the speed of the wind!! Most of the time the sail is close hauled even when going downwind! It's really a different form of "sailing".

Humour:**Multiplex Flamingo Contest Build (Part 1):** by Andy Meysner

As some of you may know from our club meetings, I was fortunate last year to pick up a (classic in my opinion) MPX Flamingo Contest that had sat new in the box for ~35 years. This was a 2nd generation Flamingo designed specifically for F3B contests. F3B is an FAI multi-task contest class consisting of a 7 minute thermal duration flight, a 4 minute distance flight over a 150 m closed circuit and a speed flight over 4x150 m.

I have no intention of competing in F3B, but this plane, though not a scale model, looks like a real glider and is ideal for aero-tow and slope flying in windy conditions. It is 2.9 m span and has an AUW (my build) of 2.27 kg. It should also line launch well. To give an idea of how well it may perform on the slope, here is a video: <https://www.youtube.com/watch?v=liGnU-iBm6M>

The build brought back a lot of memories, as the second RC model I built circa 1976 was a Graupner 3 meter Cirrus. Though the Flamingo is a far more advanced plane, they are somewhat similar in appearance.

The build was more challenging, enjoyable, and took longer than expected. But I'm just going to describe here the more interesting aspects of the build. The model consists of built up balsa sheeted tailplane and rudder, an obechi sheeted foam wing and an unpainted epoxy/fibreglass fuselage. Knowing all that I thought it might be close to an ARF, but was far from it.

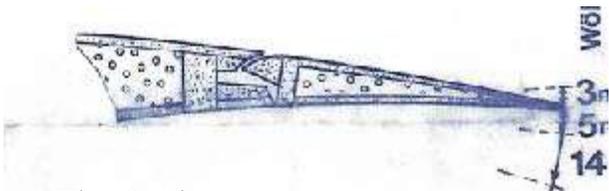
Flap Construction

The model comes with the option of installing airbrakes and/or flaps. I decided to build it with flaps only, being simpler and thinking that without an intent to fly it very fast, flaps should be sufficient to obtain landing speed. Flaps will also of course enable full wing camber changes for speed, cruise and thermal flight modes. The original model intent is for minor camber only on the flaps. But I built it with full flap deflection capability.

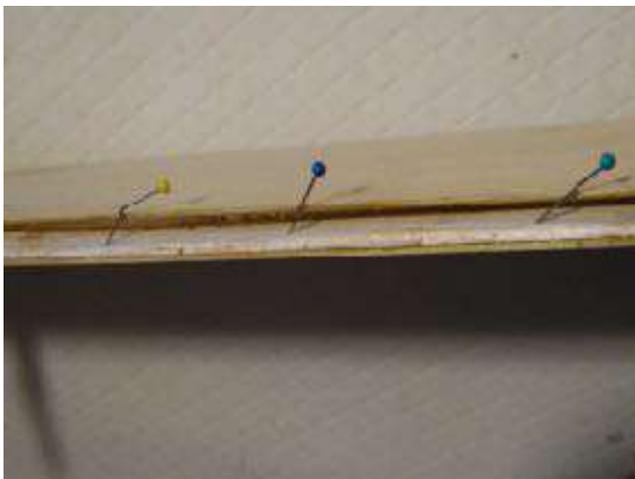
The ailerons and flaps have to be cut from the full wing and completed separately. The flaps however, to fabricate a decent construction, have to be built with a strong lower surface hinge and a zero upper surface hinge gap. To do that;

- a 1st slot has to be cut on the wing lower surface
- the slot in the foam filled in with a balsa strip
- the flap cut from the wing
- the foam rear of the balsa strip removed to provide a 2nd slot to close the hinge gap
- the 2nd slot reinforced
- a protrusion installed on the leading edge of the flap and
- the flap adhered to the wing with a strong fabric hinge.

A drawing is worth a thousand words, and it looks like this:-



Flap Section



2nd slot reinforcement for the hinge



Flap 1st slot prior to balsa filling and cutting off the flap from the wing

The flap hinge has to be very strong to take the high drag loads at large surface deflection. I experimented on a test hinge first with fibreglass, ripstop nylon and 2.5 oz peel-ply (nylon I think), all epoxied onto the surfaces. Kevlar would have been best but I am saving all that I have for when I finish the Supra. The ripstop nylon was great as a hinge, but did not adhere well with epoxy. The peel-ply, though heavier than the FG, seemed much better. I decided to adhere it to the flap and main wing surfaces separately and it went fine first on the flap. But when I came to adhere it to the wing, I could not get the leading edge to stick down with the slow setting epoxy (MGS L285) even though I had first tacked down 3 spots with fast epoxy. The result frankly was an ugly mess. But I managed to salvage it later with some epoxy/filler mix and lots of sanding. If I ever have to do this again I'll have to rethink the process and likely use mylar to hold together the surfaces while the epoxy sets. The lesson here is to test the entire process prior to the final product. The worst part of all this is that I hate working with epoxy (says he who has taken on completion of a Supra ha ha!).

There are more interesting aspects to this build, but it makes the article too long for one issue of Task, so there will be a Part 2 in the next issue. Suffice it to say that the Flamingo is finished and hopefully in Part 2 I will be able to include something on how she flies.

To make it look more scale like, I stuck to a white colour scheme and put on my personal Canadian registration, with a small SOGGI logo on top of the fin.



Flap leading edge protrusion that fits inside the 2nd slot



Flap peel-ply fabric (cut on a 45° bias) hinge



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Calendar of Events

Under the current COVID-19 circumstances, all SOGGI events are postponed until further notice.