



# TASK



June 2020, Vol.36 No. 2

## In This Issue:

- **President's Report**
- **New General Meetings Format**
- **Thought For The Day!**
- **Ask An Expert**
- **Humour**
- **Smart Silk Covering**
- **Letters to the Editor**
- **Hobby Hacks**
- **Blast From The Past**
- **Multiplex Flamingo Build, Pt. 2**

## From the Editor

It's June 2020! If you are reading this, it means you survived the first wave of the dreaded Covid-19 virus Pandemic! Congratulations! The question remains, where do we go from here? Is it going to be business as usual? Probably not. What does this mean for our flying season? Presently there is a provincial order in effect to prohibit gatherings at recreational areas both public and private. Until this order is lifted, we won't be able to use the field! That's going to be real tough on all of us! Especially when the good weather really hits the area.

**Breaking News!** As I write, our Premier, Doug Ford, is slowly starting to lift some restrictions. They are waiting to see a continued lowering of the Covid-19 infection numbers. President Andy has been working hard in the background with the person in charge of our Westover, Slope Soaring site and has just received permission to use it again! 🙌

Access to our Haldibrook flying field however, will take a little longer due in part to all the rain we have received thus far in May.

When access is granted, for those that do decide to go to the field, strict protocols will have to be followed! No sharing of anything & keeping your proper 2M physical separation from one another will be paramount. It's going to be different, dare I say, even weird! Welcome to our new world order!

Regards,

Lyle Jeakins

TASK Editor



# TASK



June 2020, Vol.36 No. 2

---

## President's Message: By Andy Meysner

Spoiler alert, other than some optimism, I am not going to talk much here about our hobby. By far the most important matter at hand is to stay safe for yourself and others.

I wrote the previous TASK President's Message on March 9th, a day after our last face to face general meeting and the transmitter programming workshop. During lunch on March 8th there was a lot of discussion on what the world was facing with what was declared 3 days later as a pandemic. Some members thought there would not be any SOGGI face-to-face activities in the near future, and I have to say their judgment has shown to be sound. To me that is a sign of right-minded thinking among our members.

I for one have felt lucky that I have a hobby where I can use more time at home. I completed the Crossbow slope soarer that was mentioned in the last TASK and managed to trim it out. I hope you also have been able to use extra time at home that will provide some satisfaction when restrictions ease.

Now, as I write this on May 5th, after 8 weeks of staying at home and wondering what the future holds, the situation is starting to look brighter. Perhaps we will in a few weeks be able to enjoy our hobby in the open air. As of now it is still too soon to make definitive plans, but the executive are discussing how we can manage flying activities when restrictions are eased and we know what future rules may be.

Whenever the cabin fever, frustration, agitation etc. of the current situation arises, I just think of how lucky we are, pandemic or not, to be living in Canada, compared to many others around the world.

Please join in our Zoom video conferencing meetings, for however long we need to hold them, if you are able.

Please stay safe,

Andy

---

**New General Meetings Format:**

Your executive had earlier tried out a new application for holding online meetings. It's called "**Zoom**". We decided to hold the **April 5/20 SOGGI General Meeting** online using the same app. Notices were sent out and for our first ever online general meeting. To my surprise, 20 members attended the event! It was nice to see everyone's faces and learn what they have been up to. Even recent East Coast transplant and SOGGI lifetime member, Bob Hammett joined the fray! 👍

Your executive felt that because our first online meeting was so well received, that we will be holding our regular online meetings on the second Sunday of each month until further notice.

A notice will be sent out to each member on the morning of the day of the meeting. This is for security reasons. Members can click on the link and they will be taken directly to the meeting.

As with anything new, there is a learning curve, as everyone has to be brought up to speed. The free version of the app allows up to 100 participants to join a meeting for a maximum of 40 minutes. If additional time is required, the meeting host can call for a break and then send out another request to join another meeting. Participants can use their computer, if it has a video camera and microphone, laptop, any type of cellphone or iPad, they all work seamlessly together.

Obviously, we would all prefer to meet in person, but until the Covid-19 restrictions are lifted, this may be the only way to hold a meeting!

**Thought For the Day:**

*"Always remember that you are absolutely unique. Just like everyone else!"* -Margaret Mead  
(this one brings a smile to my face - editor)

*"Tell me and I forget. Teach me and I remember. Involve me and I learn."* -Benjamin Franklin  
(appropriate for our hobby? - Editor)

## Ask An Expert:

We introduced this feature in the March TASK. The response has been overwhelming! .....Not! Nary a peep!! Oh well, as the old saying goes, “you can lead them to water, but you can’t make the drink!” 😞

So I’m going to submit an enquiry that I made to Adam Maas:

*“I recently acquired a new sailplane from a member who emailed me the model set up procedure for a Spektrum transmitter! Okay....now what do I do with that?”*

I reached out to Adam and I am going to share his response.

“Turn on your Spektrum transmitter and depress the roller which will take you to the **“Functions List Menu”**. Scroll down to **“Systems Setup”** and select. This will take you to the **“System Setup menu”**. Scroll down using the roller wheel until you come to **“SD Transfer”** and select. Then highlight the selection box and select **“Model Import”**. This will bring up all the files on your SD card. Select the appropriate file and hit import.

In an instant, you will have a new model installed along with all the programming features! It’s that easy! Who knew?...I sure didn’t, now I do and you do too! : )

## Humour:

In these trying time, a little humour may help us get through the day!



## Smart Silk Covering: By Lyle Jeakins

You may recall that I actually “*discovered*” this material on one of the RCGroups Scratch Built forums last year. I brought it to the attention of Ray Munro and Neville Newman who promptly drove out to Cambridge and bought a 11” x 250’ roll! Later, Terry Dawson and I bought two rolls as well. To say “*we got you covered*” takes on a whole new meaning! :)

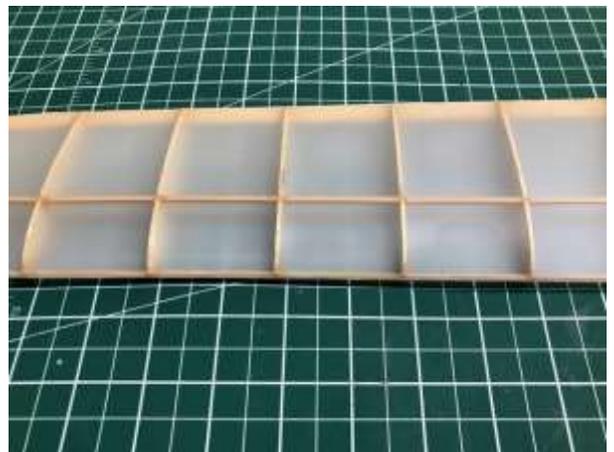
Anyways, the roll has been sitting there gathering dust until recently when I decided to try it out. I have a 30” wingspan, micro Sinbad that needs covering. But first, I wanted to try the material out on a trial piece. I rooted through my collection of long forgotten stuff and low and behold I found a half of a balsa wing! It’s from an old Sterling kit I think, probably over 50 years old! It had a few mice nibble marks and was rather flimsy. Perfect for my experiment! 👍

I cut out a piece of the smart silk, turned the wing upside down and began tacking down the edges, trying to keep it relatively taut. Next, I sealed the edges and trimmed off the excess. The same procedure was followed for the top of the wing.

Next up was the heat gun application. I slowly worked all areas including both sides, making sure to keep the gun moving at all times. I was impressed how well it shrunk up nice and even. I have included a couple of pictures of my effort.

Next up will be to try applying some airbrushed paint. Then I will put it out in the sun to see how much it sags. I also intend to try painting the inside of the material first before sealing it to the wing.

I was really impressed how easy it is to work with! No backing to remove, no sticking to itself and it shrinks up rather well. Is it perfect? Time & testing will tell! Probably meant more for smaller planes. It is not tear resistant at least before it is applied, and it may not handle direct sunlight well. I am still in the testing process. As I recall, Neville Newman covered his RaySER with it so it will be



interesting to have his input. But what it does have going for it is, ease of use and ridiculously low cost compared to regular coverings. If you want to give it a try, contact me and I will be happy to give you some.

As a follow up to the above article, I finally picked up some airbrushing paint from Paris Junction Hobbies in Paris. Last year at our SOGGI Swap meet, I was fortunate enough to pick up an airbrushing paint gun. I had a small compressor in my garage to which I added a water trap. I hooked it up and gave it a go but I was having some issues with the paint delivery.

So I decided to try hand brushing the different colours on to the wing. I tried taping off sections but the paint got under the tape, so I ended up free hand painting the three outer colours. It took two coats and came out rather heavy. I went back to the airbrush and finally was able to get it going. The first section came out a little thin but the next two sections covered beautifully. I noticed the amount of paint was thinner and more consistent in its thickness.

I finally got a decent morning of sunshine and put the test wing on top of my black bbq cover for 1 1/2 hours in the direct sunlight! I can tell you the wing was warm! I didn't notice any appreciable sagging! Woo Hoo! It seems to hold up well! Excellent!

I am now going to cover my micro Sinbad and will report on that project in a future edition of TASK.



## Letters to the Editor:

It always exciting to receive input from the members, so I'm pleased to report the following email from Warren Kelly.

Hi Lyle .... I have an issue with one of the Clues/Words in the Task Newsletter Vol 35 No.4. The answer for #3 Down "*Decalage*" is the incorrect use of this word.

"*Decalage*", as used in aviation has a very crisp and precise meaning.

It means: “ *The angular difference between the cord line of the lower wing and the cord line of the upper wing on a biplane*”. There is no feature, requirement or measurement for “*Decalage*” on a monoplane.

I believe the intended flight trimming angle in this clue is the angular difference between the cord line of the tailplane and the cord line of the mainplane. Get this angle correct and you have found the sweet spot.

The correct name for this measurement is: “*Longitudinal Dihedral*”.

SOGGI members have no issues with the word “*Decalage*” unless they start flying biplane sailplanes.

Regards: Warren Kelly,  
(aka, “Stir Stick”).

The following is a response from President Andy:

Hi Warren,

Great to hear from you and I trust you, your wife and family are coping and surviving this battle. Thank you for pointing out the actual meaning of the word “*decalage*”.

You are absolutely correct of course and although the crossword clue did not indicate what angle I was talking about or whether the context was biplane or monoplane, “*longitudinal dihedral*” was certainly implied and intended by the clue - and consequently misused.

However, in my defence I am in some very good company in misusing it. Back in 2006 I can remember being party to a conversation between Roy Bourke and Jack MacGillivray where they used “*decalage*” to describe longitudinal dihedral. Also Mark Drela is known to (mis) use it that way. It is interesting to note that the Wikipedia description of “*decalage*” did originally (in 2006 when I first looked it up) describe it as meaning longitudinal dihedral but has subsequently been corrected. It seems the misuse is common and discussed on the talk tab of the Wikipedia page. <https://en.wikipedia.org/wiki/Talk:Decalage>

All the best and keep safe,

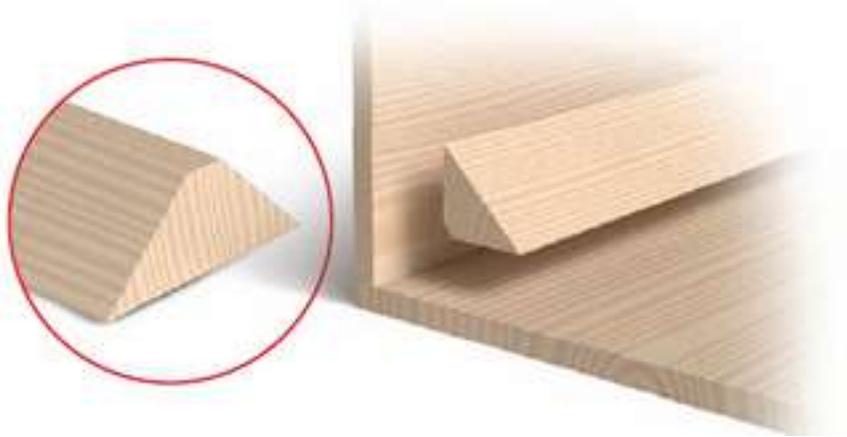
Andy

**Editor's note:** Fascinating stuff! Who knew? I encourage all members to contact me with your questions or thoughts.

## Hobby Hacks:

Over the years we all have come across great ideas on how to do things more efficiently and accurately. Sometimes the solution is so simple, it just boggles the mind! I usually have to hit myself in the head and yell out “*Doh!*” Why didn't I think of that! :) It is my intent to publish a few tips for every TASK until I run out. If you have a great idea or method for completing common r/c hobby tasks, please take the time to drop me a line!

Remove a small portion of the triangle stock to allow it to fit tighter into the corner.



Use a piece of wire insulation to act as a wheel retainer collar.



## Blasts From The Past!

Our very own Dick Colley recently sent me a picture of a group of SOGGI members. So here's the challenge! Other than Dick, who are the other members in this picture? Email me with your answers! First correct response wins a free coffee and treat at our next physical member's meeting, whenever that might be!! : )

### Warren Kelly submitted the following pictures and information:

This picture was taken at a 2009 SOGGI Fun Fly!

Jack McGillivray is shown holding his P-W "Mr. Smoothie" F.A.C. Greve Trophy Racer. The Greve Trophy race is for models with in line engines that were entered in the Thompson, Greve or other domestic races held from 1929 through 1939. Max. wing span 24 in.

The Preston Williams Mr. Smoothie is #65 in a list of 77 officially recognized Greve Racers.



Roy Bourke holds a "**Spirit of Yesteryear, Talisman**" sailplane with the conventional tail (Vee and Tee also shown on plans). Roy has also modified the wing, making it straight and adding spoilers. The motor is a KD-A22-10S from Hobby King, Prop is a Graupner 9/7 folding, Battery is a 2 LiFePo4 1100 mAh cells in series and a 30 amp ESC. The covering is Ultracote Light. All up weight is 19 oz..

I'm holding holding a "**Back To Basics**" sailplane (a popular model with SOGGI some years ago) which I scratch built using plans I got from Stan Shaw. Motor is a Speed 400 6V with a Cosmotec Gearbox 4.5- 1 Prop is a CFK 12/71/2 carbon fibre folding, Battery is an Itellect 8cell NiMH 1200 Mah and an Electrify, C25 ESC. Covering is Ultracote Light. All up weight is 23 Oz. including a Bradley Locate Beacon and it's battery.

Regards:

Warren Kelly

## Multiplex Flamingo Build, (Part 2) : By Andy Meysner

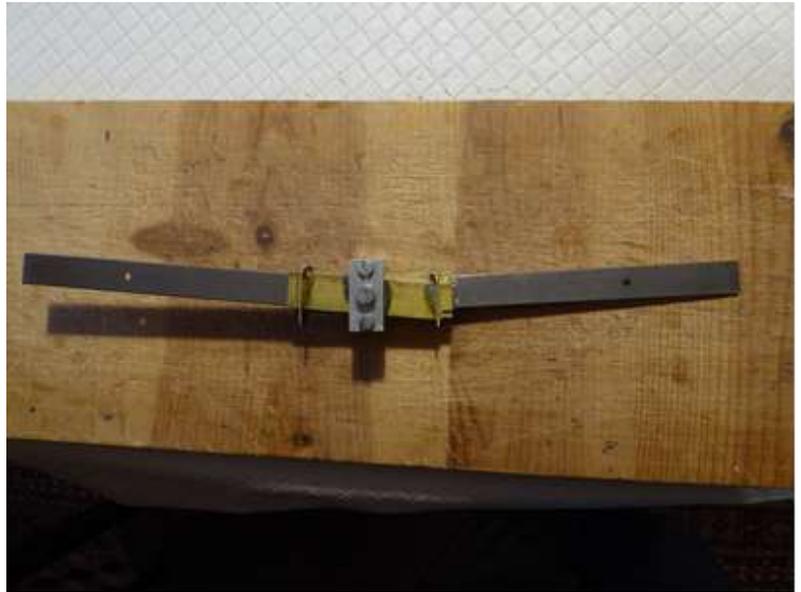
This is Part 2 of this build article following Part 1 in the previous issue of TASK.

### Wing mount in the fuselage

The wing mount design (common I understand in models of this nature in the 1980s) is a steel blade in the wing that slides into brass recesses fitted in the fuselage.

The difficulty with assembling this is that it is very awkward to fit the brass parts in the small space behind the canopy opening and adhere it there. Also to obtain the correct dihedral angle the position of the brass plates at the outer

extremities of the assembly leave a large gap between the plates and the inside surface of the fuselage, which is not good for adherence into the fuselage. I solved this by installing plywood filler pieces outboard of the brass plates to provide no gap to the fuselage. Then it was just a messy job of getting thickened epoxy in there.



*Wing mount assembly*

### Flap servos and pushrods

Relative to a modern slimmer fuselage, there is bags of room in the Flamingo. So I decided I could easily install the flap servos there, save cutting servo recesses in the wings and avoid a more complex wiring harness. The flap pushrods exit the fuselage just below the wing root, with the flap horn right at the inboard end of the flap. This is similar to a modern DLG where the flaperon servos are in the fuselage. The kit came with high quality MPX quick release clevises, making it easy to connect the pushrods to the horns for plane assembly. I used the 0.8 mm dia. pushrod wire that came with the kit for the airbrakes, the smaller wire reducing the friction associated with the greater curvature of the flap pushrod route. As the flaps experience

the highest control surface aerodynamic drag, I made a calculation to ensure sufficient tensile strength margin in the pushrod at the servo stall torque.



*The flap servos are at the rear, elevator and rudder at the side, tow release at the front*



*Flap pushrod exit below wing root*

### **Aero-tow release**

I installed this at the plan position, and built my own release, (thanks Dick C. for the advice on how to design this). The release consists of a steel pin minimal clearance fit in a 0.0868" I.D. brass tube. The tube is embedded in a plywood block with a 3/8" dia. hole for the tow line loop. The block is contoured to the inside of the fuselage and epoxied there behind a 3/8" dia. hole. There is a 0.8 mm dia. pullrod between the pin and the servo. The release servo has a 67 oz-in at 6v. The release retracts OK but has not yet been tested under load.



*Aero-tow release details*

### Other points of interest

- One of the first things I did was calculate where I wanted the CG, so I could get the tow hook position range correct. I put the CG 7mm behind that recommended on the plan, which puts it at 37% of MAC with a static margin of 4%.
- I installed an adjustable line launch tow hook.
- The inboard third of the wing was epoxy fibre-glassed top and bottom
- I used Ultracote Parklite on the lower surfaces which saved about 40 gm.
- I managed to fit the Rx in front of the servos (vs. behind as intended on the plan) which will have saved some nose ballast. Nose ballast needed was 140 gm.
- I reviewed the original recommended servos to have confidence that those chosen would be OK. As the original design was not intended for fully deployed flaps I calculated flap servo torque required at 70° surface deflection. The servos used are:
  - Spektrum A7020 ailerons
  - Hitec HS-82MG rudder, elevator and flaps
  - Hitec HS225BB aero-tow release
  - The Rx is a Spektrum 8010T and the battery is 4AA Eneloop Pro NiMH, 2550 mAh.



I had hoped that by now the Flamingo would have undergone a maiden flight. But in the present circumstances of course this is still in the future.

*The balancing act, determining amount of nose ballast needed*

**\* Update:** Andy successfully maiden'd his Flamingo on May 31!





<b>SOGGI Executive</b>			
President	Andy Meysner	905-279-0173	meysner@sympatico.ca
Vice-President	Mike Sherlaw	519-841-0555	michael.sherlaw@sympatico.ca
Treasurer	Ann Tekatch	905-575-5433	tekatch@sympatico.ca
Secretary	Ray Munro		rays325e@yahoo.ca
Editor	Lyle Jeakins	905-575-4115	pappyjkns@gmail.com
Events Coordinator	Lyle Jeakins	905-575-4115	pappyjkns@gmail.com
TASK Publisher	Marc Freeman	905-962-4113	frogstretcher@gmail.com
Webmaster	Tom Crawford		tomcr50@hotmail.com
Chief Flight Instructor	Ray Munro	905-575-5433	rays325e@yahoo.ca