



TASK



December 2020, Vol.36 No. 4

In This Issue:

- **President's Report:**
- **Thought for the Day**
- **Humour**
- **Hobby Hacks**
- **Silicone Hinges**
- **Winter Flying**
- **Aero-towing Adventures**
- **Aero-Quiz!**

From the Editor

2020 is slowly drawing to a close! Who knew what lay ahead for us on New Year's Eve 2019! And oh my, what a year it has been! A worldwide event that has affected us all! Things will never be the same for most of us. It really has been a year of adaptation to the ever changing "*new normal*".

The pandemic and the responses to it will affect us mentally, physically & financially for years to come. As with most things in life....nothing is all bad....there will be and are, some good things that will surface as a result of the pandemic. We have to look for and embrace them. For one thing, I feel fortunate to live in Canada!

We also have to move forward and start making plans for an uncertain future that will come whether we prepare for it or not.

Personally, I am very thankful to belong to SOGGI and be able to take my sailplanes to the slope and sod farm flying fields! Being at the field with my fellow flying enthusiasts has made all the difference! "*An oasis of normalcy.....in a sea of instability!*"

Due to the upswing in Covid cases this fall, I will not have access to the Syl Apps Arena in Paris. Not being able to fly indoors during the off season is going to be difficult for me personally! I have enjoyed my indoor r/c flying sessions immensely for the past few years.

Looking back, I enjoyed a pretty decent flying season. I flew at the Westover Slope soaring site four times! Made it out to our Haldibrook Road flying site some 16 times. Even attended and participated in two aero towing events in nearby Springvale. Then there was our r/c sailing group that met regularly each Tuesday afternoon in Paris, and later, at the Oakland pond.

Lastly, a few us even managed to take our Bat2 land yachts out for some crazy runs in 30-50 kms winds at the south end parking lot of our local mall.

Stay safe and look after the people you care about.

Merry Christmas & Happy, Healthy New Year!

Sincerely,

Lyle Jeakins



Food Banks

These are indeed difficult times for many people and the need for Food Banks is even more important! A suggestion was made that the members of SOGGI think about making a monetary donation to a local Food Bank. It has come to attention that a number of members are already doing this and we applaud their initiative.



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President's Report:

Lyle has saved me some time with this issue of Task, as his editor's introduction essentially says what I was going to say, reflective of how our life is affected by the pandemic.

Despite the damper on our activities, which really was just limited to not being able to hold contests, have BBQs and closer interaction, we had a good year. We gained 6 new members, had over 40 flying sessions at Haldibrook Rd and 13 at Westover. I believe it has been the most active season at Westover since I joined the club 12 years ago, not only in number of visits but members flying there. I counted 11 members there this year.

My congratulations to Ann Tekatch, who wins the prize this year for distance covered in one flight, approximately 11 km. Ann was so pleased with this flight that she preferred it to winning the lottery. I'm sure you all know the story.

My congratulations too to Bob Koiter who, just to my own knowledge, this year had thermal and slope flight durations of 85 and 90 mins respectively. Several members had flights exceeding 60 mins at the slope. So we can confidently say it was a good soaring year.

Which reminds me that we have a wealth of experience among our members going back many decades. So please don't hesitate to reach out if you need any help whatsoever with any aspect of our hobby.

I would like to encourage members to provide material for Task and also our (currently online) meetings. It does not at all have to be a large contribution. Any item will help make reading Task and our meetings more interesting.

And last but not least a big thank you in particular to our Executive, without whom our club would not run. Thanks also to you the members for joining in and making the club the success that it is.

Merry Xmas and a Happy New year to you all and your families. Please stay safe and hope to see you at our Zoom online meetings.

Andy

Thought For The Day:

"Never let the fear of striking out keep you from playing the game." -Babe Ruth

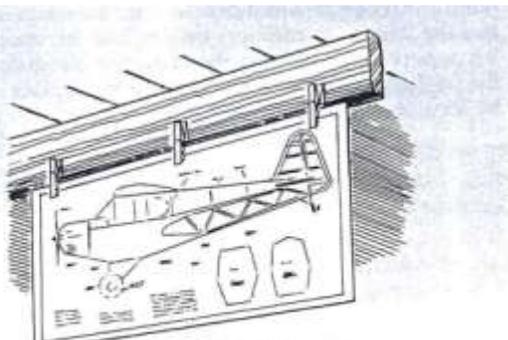
"Life is really simple, but we insist on making it complicated." -Confucius

Humour:



Hobby Hacks:

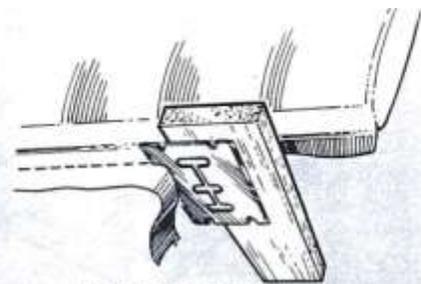
The following are a few examples gleaned from the Hints & Kinks section of old issues of Model Airplane News, by Jim New Newman,



PLAN HANGING

How simple can this be? To keep your plans handy for ready reference, or just to keep them flat, CA some clothespins to the rafters of your workshop then clip the plans into place.

Brian Kretchmar, St. Peters, MO



TRIMMING TOOL

It isn't easy to trim a constant-width overlap on covering films—or even tissue. This simple tool will leave a neat, trimmed, even-width flap. Simply glue a suitable razor blade to a shim that's the thickness of the width of the desired seam. When using the tool, keep a little tension on the scrap material and keep the shim pressed against the leading or trailing edge.

Ron Breininger Jr., Roseville, CA

Silicone Hinges:

I came upon an article about making hinges out of silicone. Hmm...never heard of that before. It just so happens that I needed a method of attaching a rudder to the vertical stabilizer that was already mounted on the carbon boom. Why not give this method a go?

Basically you apply a strip of standard masking tape on the non bevel side of the stab and rudder. Leave a small even gap. then open up the joint and apply a small bead of silicone from top to bottom. Wet you finger and run it down the joint to smooth it out force the silicone into the joint.

Next I used two clamps and popsicle sticks to ensure that the rudder and stab were kept in line while it cured. Voilá! Well, that was easy!



Winter Flying:

Due to the Covid crisis, if you want to fly this winter, it will have to be outdoors. As my wife likes to remind me, “there is no bad weather...only bad clothing!” Obviously, appropriate clothing is important. The wearing of snowmobile suits or layers of winter clothing is a no brainer. The biggest problem are the extremities...feet and hands! Fortunately, there are some really good sub zero winter boots available but keeping the hands warm is another matter. Flying with heavy gloves on just doesn't work for me. I'm aware there are gloves available that have removal finger ends. But once you expose a bare finger to wind chill...it's not going to be good! One solution is the winterized transmitter cover or mitt. A number of our members have recently purchased them so it will be interesting to see how well they work. There are also, battery powered hand warmers that could be fitted into a transmitter cover.

It's going to be a long winter and one way to overcome the feeling of isolation is to get out and fly with others. We need to get creative to make this happen!



Aero Towing Adventures

It had been on my “to do” list all summer but somehow life and other commitments kept getting in my way. Finally, I was able to make plans after Dick Colley send around a notice of a Jim Eichenberg Memorial Aero Tow Event to be held on **Saturday, August 8/20**. It was do or die time, as the flying season was quickly winding down.

I only have one aero tow plane and that is my lovely but ancient, 3M Cirrus. This old classic bird was purchased from fellow SOGGI member, Adam Maas. Adam picked it up at the London Swap Meet last October. It has ailerons that are actuated by a single servo located in the body of the ship.

Three weeks earlier, I had taken the Cirrus to our Haldibrook field and sent it up on the high start just to make sure it was trimmed out properly. It went up like it was on rails and roamed the field looking for thermals. Such a lovely flying sailplane.

On Saturday morning, I was anxious to get going and headed out the door by 7:15 am. The weather was awesome! A perfect flying day! Almost no wind, bright, clear skies and only 14C when I left. Later in the day, it did manage to “soar” to 27C!

Due to the native protest blockade on the south end of Caledonia, I had already planned a back-country road tour. Despite my best plans, “Murphy” had other ideas, because as I drove west on Hwy 54 towards Middleport, I came upon a road closed sign! Grrrh! I had to detour and back track around the construction, which added a few minutes to my trip.

Eventually after some 50 minutes, I came to address on Concession 14 Walpole, about 1.5 miles west of Springvale, Ontario. I wasn't sure if it was the right location as nobody was there! I observed a rough landing strip and a windsock but only saw one short road in front of the owner's house. There was no apparent road back to the field. I got on my iPhone and started calling around, eventually getting Mike Sherlaw, who indicated I was at the right place alright, but I was too early!! Too early? It was almost 8:40 am! Apparently, they don't start arriving until after 9-9:30 am. Who knew?

Eventually a car drove by pulling a small trailer and he pulled into the property then proceeded to drive across the field. I quickly followed him as he seemed to know where he was going.

Pretty soon more and more vehicles were arriving and everyone was setting up their shade tents and equipment. All in all, ten pilots attended today's meet. Five of them were SOGGI members!!

After everyone was set up, Dick Colley held a brief pilots meeting and then it was time to fly!

This was a totally new experience for me! One participant dragged this monstrous gas fired, twin engine tow plane called a “Bidule”, out of his trailer. It was to be it's maiden flight. It's

been a long time since I heard the sound of gasoline fired engine being hand cranked and fired up! This beast weighs in at some 35 lbs!

Pretty soon he was charging down the runway and into the air! What a lovely flying machine!

The tow lines were brought out and one after another, these very large sailplanes were being pulled down the runway on a special built dolly. It's quite the spectacle to see the tow plane whizzing by followed by a 4-5M sailplane that rises off of the dolly and very quickly, they are gone up into the wild blue yonder!

At one point, Mike Sherlaw brought his 5M Alpina down for a landing and it carried all the way down the runway before settling in. I graciously offered to go fetch his plane. Holy smokes! Big mistake! I tried to pick it up and almost fell over! This thing weighs a ton! I had to carry it on my shoulder like a cross with my right hand holding onto the nose. I felt like I was at the Fergus Highland Games, getting ready for the caber toss! :) Ach no!

I was plenty apprehensive about taking the Cirrus up, so I let Bob Koiter hand launch the plane with Mike Sherlaw at the controls of his Kadet 40 electric tow plane. That was something to see! Bob just hand launched my plane then Mike took off eventually taking up the slack in the line and off they went! Easy Peasy!

Bob took it up to a decent height then handed the transmitter over to me! Wowsers! Right into a lovely thermal! I enjoyed a most magnificent flight of some 20+ minutes before setting it up for a landing. Of course with ground effect at play, the Cirrus managed to fly 3/4's of the length of the runway before gently settling down on the grass. Wow! I was pumped!

Unfortunately for me, time was running out as I had family commitments back home. I quickly packed up and said my farewells and then I was off.

I know I will be back.....this form of launching is very addictive! I highly recommend you give'r a go!

Respectfully submitted,

Lyle Jeakins



Aero Quiz!

Here is a question for SOGGI members. You can send your answers and thoughts to the TASK editor and we will provide discussion in the next issue.

What do you believe is the **single root** cause (emphasis on **single root** cause, not other factors) behind the crashes of the 737 MAX.

1. Faulty or inadequately designed Manoeuvring Characteristics Augmentation System (MCAS) software.
2. Inadequate pilot training.
3. Insufficient redundancy in angle of attack sensors.
4. Pilot error.
5. Insufficient pilot training.
6. Inadequate regulatory review of the 737 MAX design.
7. Boeing's realization that they could provide a relatively low cost (to Boeing) competitor to the Airbus A320 series.
8. Placement of the engines forward and higher relative to the original 737 design.
9. Landing gear that is too short on the original 737 design with insufficient ground clearance to accommodate the larger diameter turbofan engines.
10. The relationship between Boeing and the FAA.
11. Politics.
12. The contribution to the US economy provided by Boeing.
13. Boeing management not listening to their engineers.

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