



The Gull

BULLETIN OF THE CENTRAL ONTARIO GLIDER GROUP

October 2007



2007 Executive

President Greg Galler
 Vice President Roy Bourke
 Secretary Helmut Berger
 Safety Jack Nunn

Treasurer Tony Boothman
 Field Coordinator Mike Thomas
 Contest Coordinator Doug Pike
 Newsletter Roy Bourke

Web Site <http://www.cogg.ca>

2007 Annual General Meeting

Sunday 28 October 2007 0930 am

At the NEW PENNY RESTAURANT
 in COOKSTOWN

The New Penny Restaurant is on the East side of King St. (Simcoe Rd. 27) just north of the intersection of 27 and Hwy 89 in Cookstown.

This is our one and only general club meeting of the year is a breakfast meeting, and
COGG PROVIDES THE BREAKFAST.

If you have any club issues that you feel should be discussed, please contact our President, Greg Galler (905-729-3240 or greg.galler@gmail.com) to have them put on the meeting agenda.

All current and potential club members are invited to attend. And it is a convenient time to join or renew your club membership for the upcoming 2008 flying season. There is a club membership application form at the end of this newsletter. Please fill it out completely and bring it to the meeting.

Hope to see you there.



The Summer's Contests

While some of our club contests had to be cancelled due to weather, and in spite of our moves to four different flying fields, the summer season was, for the most part, quite successful. Here are the results of our contests for the 2007 summer flying season.

2 Meter, Sun May 27 (cancelled due to weather).

E- Sport Sailplane, Sun June 3

Only two contestants this year, in spite of a fairly decent flying day of hazy sun, mild temperatures and moderate winds (10-15 kph).

In the 1/2A class, only 1 entry, Mike Thomas with his Electri-Cute, his three flights totalling 1753 points

In the Sport Electric Sailplane class, 2 entries:
 Mike Thomas.....1845 points
 Ivan Marchenko.....1631 points

Polecat Challenge, 15-17 June

Two of our COGG members, Doug Pike and Ivan MacKenzie, competed at this very popular annual 3-day contest for hand-launched gliders Carlisle Pennsylvania. The event is

hosted by the PoleCat Aeroplane Works (Denny Maize, <http://www.polecataero.com>)

Doug did particularly well at this year’s meet, placing third in Expert class in the Friday Pro-Am tournament (field of 14) and third in the 2-day overall hand launch event (field of 58). (This event draws most of the top names in North America, such as Mark Drela, Phil Barnes, Oleg Golovidov, etc., so Doug is right in there with the “cream of the crop”)



Open Man on Man, Sun June 24

- 1 Doug Pike 4991
- 2 Alex Nadashkevych 4036
- 3 Tony Boothman 3983
- 4 Mike Kucera (GNATS)3601
- 5 Joe Baltaza 3598
- 6 Bob Sherliker 3563
- 7 Jozef Banial 3463
- 8 Ivan Marchenko 2911
- 9 Helmut Berger 2852
- 10 Gerhard Bruckner 2707

Open Sailplane , Sun July 8

- 1 Doug Pike 1938
- 2 Jozef Banial 1694
- 3 Bob Sherliker 1559
- 4 Alex Nadashkevych 1544
- 5 Tony Boothman 1390
- 6 Helmut Berger 1366
- 7 Ivan Marchenko 1298
- 8 Joe Baltaza 1294

US Soaring Nationals , 22-29 July

Four of our COGG members competed at the AMA Nationals this year, Doug Pike, Jozef Banial, Tom Rabiega and Bob Sherliker. Roy Bourke attended as a volunteer and timer.

Again, Doug did exceedingly well in the four events that he entered, earning “wood” for all four events. Doug placed second in the Hand Launch Glider event in a field of 19 (Doug was second only to Joe Wurts, one of the top glider guiders and designers in the world). In a field of 53 competitors flying 2-meter Doug placed eighth. In Unlimited Sailplane he placed ninth (field of 83), and in the prestigious F3J event he placed tenth in the qualifying rounds (field of 43) and fifth in the final flyoff.

This was probably Doug’s best year at the US Nats, and quite an accomplishment considering the level of the competitors that show up at this event every year.



Nats winners in Hand Launch



Team Canada in F3J

Roy (Timer), Bob, Jozef, Tom and Doug

(Photos by Ben Wilson, Soaring Nats reporter)

Hand Launch Sat Aug 18
(Report by Ivan MacKenzie, CD)

First off, thanks to all who came to compete. We had 3 from the Ottawa area (Louis Dionne, Geoff Ross, Mike Anderson) and four from Toronto (Doug Pike, Ronald Khoo, Patrick MacKenzie, Ivan MacKenzie). Having an odd number of pilots and zero spectators made for an interesting timing challenge, whereby someone had to time for two pilots in some rounds.

Conditions were challenging all day; brisk winds and fast moving thermals. You had to be courageous to chase the thermals downwind, and quick thinking enough to bail out and head back to the landing zone in time (otherwise you had a long walk...).

We completed 7 scored rounds (we flew 8 but some timing problems on the first round meant a re-fly of that round). As we were a round short, we eliminated the drop round, much to my delight as it moved me from third to second.

Results:

1 - Doug Pike	6,833	100.00%
2 - Ivan MacKenzie	5,816	85.11%
3 - Pat MacKenzie	5,815	85.09%
4 - Louis Dionne	4,692	68.67%
5 - Geoff Ross	4,410	64.54%
6 - Ronald Khoo	3,381	49.48%
7 - Mike Anderson	3,057	44.73%

Open Sailplane Sun Aug 19
(Run as a Man on Man)

1 Doug Pike	3987
2 Jozef Banial	3919
3 Alex Nadashkevych	3859
4 Helmut Berger	3714
5 Joe Baltaza	3672
6 Ivan Marchenko	3648
7 Mike Kucera	2857

E-Sport Sailplane Sun Sept 9

Rain in the morning scared off all the competitors so the contest was cancelled. However, weather in the afternoon was good enough to allow Doug to make an 18-minute flight with his discus launch glider.

Open Sailplane Sun Sept 16

1 Doug Pike	3032
2 Bob Sherliker	2458
3 Tom Rabagia	2342
4 Helmut Berger	2225
5 Ivan Mackenzie	2149
6 Jozef Banial	2085
7 Gerhard Bruckner	1630
8 Joe Baltaza	1416
9 Tony Boothman	867



Tom Rabiega with his "Pirate" at the US Nats
(Photo by Ben Wilson)

South East Zone Annual Meeting

The MAAC Annual Zone Meeting for the South East zone will be held on:

Sunday 21 October 2007,
Royal Canadian Legion , Branch #332 111
Hunt Street in Ajax

Exit the 401 at Westney Road South (Exit 401) or Salem Road South (Exit 404. The location is north of Bayly, between Bayly and the 401.

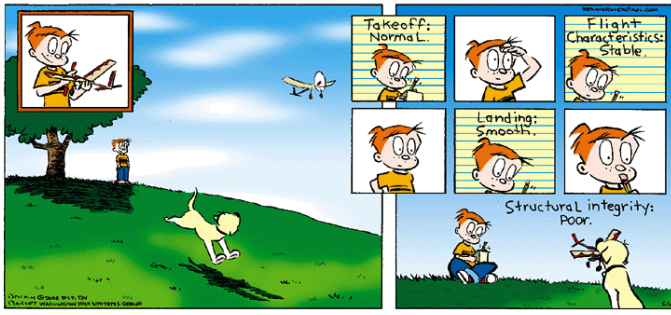
This year the Electric Model Fliers of Southern Ontario (EMFSO) will host the AZM. Activities will start at 9:00 AM with a few presentations and seminars, and the zone meeting will commence at 12:30 PM after a light lunch (provided). The meeting should be finished by about 4:00 PM.

You are encouraged to bring along models of all types for static display at the event.

In the May 2007 issue of *The Gull*, we discussed the situation with the *RC Sailplane Committee*. The Sailplane Committee has had considerable trouble in recent years in maintaining a willing and consistent chairmanship. For the 2006/2007 season only, the *RC Sailplane Committee* and the *RC Scale Sailplane Committee* were combined into one committee under the chairmanship of Stan Shaw. This was a temporary measure since the combined committee has more members that it should have. This year if a chairman is not found for a separate *RC Sailplane Committee*, it is likely that this committee will be disbanded, (or at least the combined committee will have to be reduced in size to comply with the MAAC policy of only 2 members per zone for special interest groups.)

So if we are to have a stable committee to look after the interests of RC Sailplanes, including proper Canadian representation at International events, someone is going to have to stand up and handle the job of Committee Chairman.

Red and Rover by Brian Basset



Internet Sites

Here are a couple of interesting and entertaining websites for you to try, sent by Tony Boothman.

For a video of some fantastic Helicopter antics:

<http://video.google.com/videoplay?docid=-8996836251682690877&q=alan>

And design and compete your own paper airplane on:

<http://www.solidworkspilot.com>

Antenna Length

Roy Bourke

Having trouble with your signal range or control? One cause may be inadequate signal capture caused by too much of the antenna being shielded by carbon fibre and other parts of the fuselage. Doug Pike suggests adding a significant length of wire to the antenna. He has done this on his own aircraft, resulting in a very appreciable improvement in ground range.

For many types of R/C models, the installation of a radio receiver with its antenna as supplied by the manufacturer really doesn't cause much concern. The aircraft are usually quite roomy in the fuselage and are made of materials that do not affect signal reception, and it makes little difference whether the antenna is stretched out in the fuselage or externally, or even crumpled up in the fuselage. But sailplanes sometimes present other problems. Often the radio installation is in such cramped quarters that the servos or other parts of the system could alter the effectiveness of the antenna. And fuselage pods and tail booms often contain a lot of carbon fibre, which also can affect signal reception.

One common practice in sailplanes is to bring the antenna out of the fuselage as quickly as possible, and lengthen the antenna by the same length of wire that is contained within the fuselage, between the receiver and the point of exit of the antenna wire to the outside. This works out fairly well for antenna installations that exit the fuselage pod somewhere near the front of the aircraft. But often the antenna is routed completely through a tail boom, often made of rolled carbon fibre, and this has been the subject of much controversy as to whether the signal capture is reduced or not.

Doug has found that lengthening an antenna by 16" or more has increased his ground range markedly. He runs the extended wire through the tail boom, then up to the top of the rudder and then lets any excess length trail behind the aircraft.

Some modellers may feel that the length of the antenna supplied with a stock receiver is sacred

and shouldn't be tampered with. The length of the antenna supplied is usually a fraction (approx. 1/4) of the nominal wavelength of the radio signal. You can calculate wavelength (in meters) by dividing 300 by the frequency in MHz. For the 72 MHz band, 300 divided by 72 yields a wavelength of just over 4 meters, and a quarter-wave receiver antenna should be about 1 meter long, or 39". But how closely do the equipment manufacturers supply it to exact theoretical length? You will find quite a variation in the antenna lengths supplied by different receiver manufacturers. And a manufacturer will supply the same length of antenna regardless of the channel the receiver is set up to receive, even though the wavelength is different for each channel. Furthermore, the wavelength of the 50 MHz (Ham) band is nominally 6 meters, so a quarter wave antenna should be 1.5 meters (59") but the antenna supplied on 50 MHz receivers is usually the same length as one for a 72 MHz receiver.

So in short, don't feel guilty about trying a longer antenna if you are experiencing range problems. Signal capture may not be the cause of your particular problem, but lengthening the antenna is one of the easiest things to do as a first try at solving the problem.

More Lawyers

These statements were actually said in court, word for word, as published by court reporters

ATTORNEY: What gear were you in at the moment of the impact?

WITNESS: Gucci sweats and Reeboks.

ATTORNEY: This myasthenia gravis, does it affect your memory at all?

WITNESS: Yes.

ATTORNEY: And in what ways does it affect your memory?

WITNESS: I forget.

ATTORNEY: You forget? Can you give us an example of something you forgot?

ATTORNEY: How old is your son, the one living with you?

WITNESS: Thirty-eight or thirty-five, I can't remember which.

ATTORNEY: How long has he lived with you?

WITNESS: Forty-five years.

