



The Gull

BULLETIN OF THE CENTRAL ONTARIO GLIDER GROUP



APRIL 2011

Gentlemen:

As an introduction to my first attempt as Gull editor, I would like to express my personal THANK YOU and (I'm sure the same from the membership), to the outgoing executive of the C.O.G.G. club for their efforts in maintaining the club through 2010.

A particular thanks to Roy Bourke and those behind the scenes that have brought the club forward into the state of 'Incorporation' in a seamless manner.

Please make the effort to read the Incorporation information on the COGG web site. It may be a little dry to go through, but it plays a direct effect on all the membership and the continued smooth operation of the club.

As well, club safety rules should be revisited if you haven't already done so... the flying season is....rapidly approaching..

**Thanks
Ray**

April 2011

[As a reminder to all members, if you haven't submitted your membership yet, this is a prime opportunity to do so.](#)

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Well are we tired of winter yet..??

Perhaps the young members of our club (whomever and wherever they are) might enjoy the outdoor frosty days of Canada's cold season, but I for one do not... anymore. In as much as it is said that winter is the time to hibernate into the Man Cave and get building and repairing for the next seasons dog days of summer, I must admit having had a little taste of 30 degree C weather in December can be habit forming.

The above sentiment was initiated by yours truly having taken an opportunity to visit the flying field of the Orlando Buzzards in Sanford, Florida.. very near to Orlando. First in 2009 and again in 2010.

Having heard of the Buzzards "Tangerine" soaring contest over 25 years ago, and yet never having had the opportunity to visit, I decided it was time to see what all the fuss was about.

BTW.. I just today, 26 March, 2011 checked the weather there,:

...Mostly sunny, 87°F

...wind speed: 4 mph SW.... brings a tear to your eyes..!!

Part of the incentive to make the trip came from my neighbour who has a time share condo in Daytona, and as some of her family was not able to attend their annual trek to "Bike and Antique Car Week" I was invited along, partly to help with the driving, and aside from helping with gas and food, I had a free place to stay. The worst part of the adventure is to find the Buzzard's field. You must absolutely follow the directions to the letter, look it up on Google Earth.. print copies of Google maps at high resolution.. and leave really early in the morning to not miss the Pilots briefing.

The shocker to your eyes is turning the corner through the woods into their field,.. the description, "*size of a postage stamp*" comes to mind immediately. Boardered on all sides, (one side about ¼ open) by tall trees, a horse farm (no fly zone) about 2 acres of swamp which is the home of a gaggle of cranes. The cranes have right of way over sailplanes, and they arrive in formation on a long final glide right over the launch lines, fearless of the gliders, to the bog.

A guess of the field size would put it about.. well check this out.

http://www.orlandobuzzards.org/?page_id=11

Part of the Pilot's briefing is as the CD mentions... there is one part of the area, that is out of bounds,.. not because it is "**out of bounds**".. but because if you land there, you will be able to see you aircraft on the ground, almost within reach,.. and it will still take you over an hour to get to it, ..if you can survive the damage to your body by the nasty ground cover..

The club is run and organized by a very enthusiastic bunch of soaring types, and have aquired several club winches, and retrievers that are housed and available at the field, and manned at the events by the members. Their larger established events include an on-site BarBque and items for sale, supplied by donations from the likes of Soaring USA, JR, Airtronics, etc.

One of the active members brings bags of Florida oranges for give-away. Naturally as a Canadian, we're not allowed to bring them back...!!!

I could attempt to describe the detail of the flying, but that is available on RCGROUPS in the Sailplane Events section, and “Gordy Buckland” does a superb job of the blow by blow.

The most significant bit of info I came home with is that several of the Florida panhandle soaring clubs have organized themselves into an umbrella association called the FSS.. Florida Soaring Society, and under that umbrella they share the responsibilities of running a series of competitive monthly events, held at the field of the host club.. **starting in February**. I hope the last three words didn’t upset you too much.

So what has this to do with COGG...? Well.. not a lot... other than perhaps when any of the members of our group visit other flying sites, competitively or not... well, take a bit of time to write, type or keyboard your thoughts of the experience and fire it off to me. I’ll be happy to include it into the Gull.

Will definitely be waiting for a Pulitzer Prize winning description of the experience’s of Canada’s first F3K team, off to Sweden this summer

F3K- 2010 Team Trials.xls 8/17/2010

Number of Tasks: 7 One Drop Round

Rank Name	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7	Total	%	No
1 Ivan MacKenzie	1000	1000	1000	1000	1000	1000	450	6,000	100.00%	7
2 Doug Pike	1000	1000	887	1000	960	886	1000	5,847	97.44%	6
3 Patrick MacKenzie	964	821	957	1000	983	517	1000	5,725	95.42%	6
4 Ronald Khoo	917	704	775	1000	846	1000	311	5,241	87.36%	7
5 Tom Rabiega	682	587	1000	1000	806	892	223	4,966	82.77%	7
6 Paul Harvey	974	728	910	450	1000	625	227	4,687	78.12%	7
7 Ray Munro	746	493	796	700	862	339	464	4,061	67.69%	6



A quick note from Ivan MacKenzie confirmed that the team, consisting of Pat MackKenzie, Tom Rebiega, and Ivan are making strides to attend the F3K World Champs this July in Sweden.

“Things are progressing with the F3K team (Pat, Tom and myself). Slowly, but progressing. Pat and I have been "gathering supplies" over the winter (i.e. buying DLG kits) in preparation for the championships. Good weather is coming soon, so it's time we got building. Then it's time we got practicing. Before we know it July will be here and we'll be on a plane to Sweden.

Travel plans has not been finalized yet, but should be by mid-April. There has been some noise from Thomas Lee on the west coast about putting together some fund raising via t-shirt sales, but I haven't heard much lately.

**Hope to See You at the Field Soon,
Ivan.”**

There was some chat from Doug Pike, Club CD, at the AGM that a couple of practice days for the team may be organized at the field. I think it would be a good opportunity to see what the weapons they have are like, and give them some live simulated practice.

I'll try and keep tabs on any such plans and let the membership know by email at least.

. Best of luck gentlemen.

A pic from a TD day on the field, Doug Pike Cd.



As I have a ‘new drug’.. DLGs ..from a year ago, the art, science and magic of finding small, light and efficient components for the gliders takes on a new challenge from the larger birds. It also is necessary to get in touch with your local Irish gnomes, ones that have some technical ability and small hands to install the bits and pieces.

Parts for these typically are not easy to come by (buy) and usually require ordering from other countries. One of the parts I have some grief with is the voltage regulator for using **2S-7.4v lipos**, as most of the electric helis, and larger models usually stocked in the LHS use the type regulator for a much larger battery pack.

I’ve managed to find a part number for a regulator that looks like it will do the job quite nicely, and although the advertised part price is around \$23.00 before the government pound of flesh, it seems to be of reasonable sophistication that will protect the servos from turning into pure carbon. As yet I have not got my hands on one but will petition my local electronics shop to get the item and see how it fits into the scheme of DLGs.

Three pins, 6 grams, and a removable case that can be replaced with shrink wrap looks like it is even at my level of basement electronics. I shall report success.. or the other thing soon.

Here is the scoop” It can be found with “Digkey” or “Mouser” , the URL is below



<http://search.digikey.com/scripts/DkSearch/dksus.dll?Detail&name=PT78HT205H-ND>

With all the electronic “social media” gadgetry that we all have been introduced to in this day and age of instant communication, and in that no one is safe from the ‘eyes’ of a camera anymore, ---
...and I know there are lots of photos of our club activities ‘out there’.. I would like to ask anyone with pics they have of any of the contests or fun fly days to forward them to me if you could. If you remember the date that would be a bonus to include as well.

As I tend to fly TD and now DLG, I do not get any insight or information of the electric, or free flight side of the membership. This is unfortunately the same situation in the SOGGI club... but we are trying.

Don’t be shy about submitting any of the “man cave” operations, during the past winter, or on going projects you have on the table. I’ll make every attempt to represent your new pride and joy with as much respect as I can.

Hope to see you on the field soon.

Regards

Ray Munro