



The Gull

BULLETIN OF THE CENTRAL ONTARIO GLIDER GROUP

August/September 2009



2008 Executive

President	Bob Sherliker	Treasurer	Tony Boothman
Vice President	Roy Bourke	Field Coordinator	Doug Pike
Secretary	Helmut Berger	Contest Coordinator	Doug Pike
Safety	Jozef Banial	Newsletter	Roy Bourke

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

The 2009 Contest Season

In spite of a flying season that was somewhat less than cooperative from the standpoint of weather, at least for the earlier part of the season, we did manage to get most of our scheduled contests in. The results of these contests are summarized below.

21 June 09 Open Man-on-Man

<u>Name</u>	<u>Score</u>
1 Doug Pike	3954
2 Jozef Banial	3943
3 Helmut Berger	3744
4 Ivan Mackenzie	3706
5 Bob Sherliker	3371
6 Ivan Marchenko	3183
7 Alex Nadashverych	2993
8 Tony Boothman	2813
9 Joe Baltaza	2700

12 July 09 Open Man on Man

<u>Name</u>	<u>Score</u>
1 Doug Pike	3997
2 Patrick McKenzie	3886
3 Alex Nadashverych	3843
4 Helmut Berger	3605
5 Ivan Marchenko	3371
6 Ivan Mackenzie	3330
7 Joe Baltaza	3306
8 Jozef Banial	2977
9 Paul Harvey	2793
10 Tony Boothman	2439
11 Gerhard Buckner	1392
12 Otakar Koprnicky	600

12 July 09 R.E.S. (Rudder, Elevator, Spoiler)

<u>Name</u>	<u>Score</u>
1 Doug Pike	3617
2 Jozef Banial	2980
3 Tony Boothman	2148

15 August 09 Hand Launch

The annual COGG HLG meet was held on August 15th. When competition got underway, there were 5 entries and enough "support crew" to take care of timing duties, etc. Jan Bloom, all the way from North Bay, joined us for the day. Paul Harvey arrived late, so only flew rounds 4 through 8. All rounds were flown in groups of 2 or 3, except the all-up, last-down round, in which everyone flew at once.

Conditions were nearly ideal all day long. The winds were calm (for a change!), and light thermals made it a challenge to complete each task. The "1000's" were spread around pretty well, so the competition was close until the very end. When all was said and done Doug came out on top, but by the smallest of margins.

Ivan MacKenzie.

Results

1 Doug Pike	100.00%	7,842
2 Ivan MacKenzie	99.68%	7,817
3 Pat MacKenzie	86.03%	6,746
4 Ronald Khoo	67.10%	5,262
5 Jan Bloom	61.62%	4,832
6 Paul Harvey	17.69%	1,387

16 August 09 Open Sailplane

1	Doug Pike	3941
2	Alex Nadaskevych	3443
3	Mike Kucera	3414
4	Ivan Marchenko	3365
5	Jozef Banial	3277
6	Helmut Berger	2949
7	Ivan MacKenzie	2041

16 August 09 R.E.S. (Rudder, Elevator, Spoiler)

1	Doug Pike	3763
2	Jozef Banial	3384
3	Ivan MacKenzie	3061
4	Mike Kucera	2935

And there are still a few contests to go this season;

Sunday 6 Sept Big Bird Bash (SOGGi)
*SOGGi contests are held at the Fletcher Field
 (Fletcher Road at Binbrook Road)*

Saturday 12 Sept E-Sport Sailplane (COGG)
 F5J Electric (COGG)

Sunday 13 Sept Open Sailplane (COGG)



Canadians at the 2009 US Soaring Nationals

Three members of the Central Ontario Glider Group, Doug Pike, and Patrick and Ivan MacKenzie competed at the recent AMA/LSF Soaring Championships in July, held at the AMA Headquarters flying site in Muncie, Indiana. Doug Pike is a regular competitor at this annual contest, but this was a first time for the MacKenzie brothers at this particular event. However, both are very accomplished fliers and active competitors in several disciplines, and did very well in the soaring events.

Canadian participation started with the two-day 2-meter competition on Monday and Tuesday. Weather was near perfect, with Doug placing in the top 10 in a field of 39 competitors, and Ivan

not far behind in 12th place. The RES event scheduled for Wednesday was postponed due to an all-day rain, leaving time for only three rounds of RES on Thursday morning. Doug placed 4th in the field of 54 competitors flying his new 132" span Sky Bird, his very first RES aircraft. The two-day Unlimited class was fought in strong winds on Thursday and Friday by 96 competitors, with Doug making it to the top 10 again flying a Supra, and Ivan and Pat also doing very well in this strongly contested event, flying a Hera and an Onyx respectively. For the F3J class on Saturday and Sunday, the three Canadians enlisted the help of David Campbell of Carmel, Michigan to make up the four-man team, but none made it into the finals. And finally in the HLG event on Monday and Tuesday, Ivan and Doug both made the top 10.

Pat and Ivan continued on into the Class A and B electric LMR soaring events. Pat placed 9th in a field of 15 in Electric A soaring and third in Electric B with his electric-powered version of the Onyx. Ivan placed 6th in Electric B with a Hand Launch glider converted to electric.

Full details and photos of the Soaring and other competitions at the U.S. National Championships are available on the AMA website, www.modelaircraft.org. Click on "Nationals", then on "Nats News"



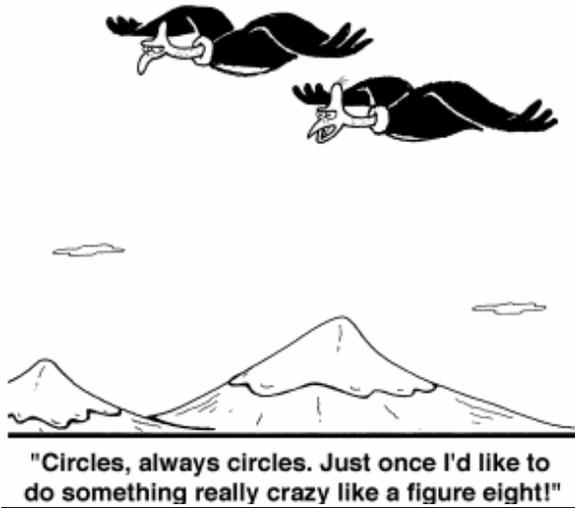
Some of the photos taken at the US Nationals Soaring event are shown on the next page:



PUBLIC WELCOME

ACADEMY OF MODEL AERONAUTICS
5161 E. MEMORIAL DRIVE





Supplementary Insurance

As discussed in the April 2009 issue of The Gull, MAAC has made it abundantly clear that your liability insurance with MAAC is valid only at a registered club field or at a MAAC sanctioned event (and even then only if warning signs are posted and the MAAC Safety Code is followed) If you are flying at any other location you are on your own.

If you do fly at other fields or parks (presumably with appropriate permission) and are concerned about the lack of insurance at these sites, there is a company offering supplemental insurance for flying at sites where MAAC Insurance does not apply. BFL Canada has a Gap Insurance Policy designed to work in conjunction with the MAAC Insurance Policy to cover such flying activities at "non-MAAC sites".

If you are interested, the BFL contacts are;
 Ann Taylor: ataylor@bflcanada.ca or
 Cheryl Tran: Cheryl.tran@bflcanada.ca
 Tel (604) 669-9600



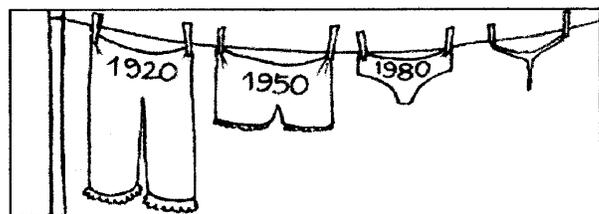
For Sale

Mike Thomas has decided to drastically downsize his fleet of competition sailplanes and equipment. Mike, as you all know, is a very accomplished sailplane flier and competitor, and builder of light and very competitive aircraft. He is offering many of his excellent airplane and equipment at very good prices. Several have already been sold, but the list of items still available includes:

- 1) 60" Glider Glass Covered Fuse, Glass Boom, 2x AIR 9450i, 1x OPQ - \$60
- 2) Pod & Boom RES 100" Sheet covered wings, Glass fuse & Boom, 3x AIR 94461, Quilted Wing Bags - \$80 empty, \$100 with Servos
- 3) Pod & Boom 110" Span Sheet covered Wings, Flaps & Ailerons. Fiberglass Fuse & Boom, Light Built-Up Stab. Servo Releasable Hook. 2x AIR 94141, 2x AIR 94461, 1x AIR94833, AIR 7CH Rx. Quilted Wing Bags - \$100 empty, \$150 Ready to Fly
- 4) Graupner Flamingo, Glass Fuse, Sheeted Wing, Stab, Ailerons & Blade Spoilers 100" Span. 3x FP-S20, 1x IC80322, AIR 4Ch Rx. Quilted Wing Bags - \$80 Empty, \$100 Ready to Fly
- 5) Eraser 122" Span, Fully Moulded model, Flaps & Ailerons. 4x HS85-MG in Wing, 2x HS85 BB in Fuselage. 9CH JR Rx. Like New, test flown only. Quilted Wing & Stab Bags - \$500 Empty, \$620 Ready to Fly
- 6) Blackhawk 60" Tailless. \$45 Empty
- 7) Winch, with braided line and with turnaround - \$150

If you are interested in any of these items, contact Mike Thomas
 Pictures are available on request

EVOLUTION



C.O.G.G. CONTEST NOTICE

Events:

SPORT ELECTRIC SAILPLANE

And

SPECIAL F5J

2 Contests **Saturday 12 September 2009_ (at the COGG Field)**
10:00 AM to 3:00 PM

And the rules of Electric Sport Sailplane have been modified to allow Special F5J aircraft.
YOU CAN ENTER THE SAME F5J AIRCRAFT IN BOTH EVENTS

Electric Sport Sailplane

Entry Fee \$3:00 per entry

All Entry Fees will be returned as cash prizes

A contestant may enter any number of times, but only one aircraft may be flown in each entry.

Two contestants may not enter and fly the same aircraft.

Re-entry of the same aircraft is permitted only after all official flights have been flown, or remaining attempts relinquished.

Only one prize shall be awarded to a single multi-win contestant.

Special F5J

No Entry Fee

The winner of this contest will be awarded

the **Stuart Pearce Memorial Trophy**

(Donated by Tony Boothman)

Pilot's Meeting 09:30

Time will be allotted between rounds to allow contestants to fly their official flights in the Electric Sport Sailplane contest.

Sport Sailplane flights also may be made during F5J rounds in a different area of the field provided there are no frequency or spot landing conflicts.

Contest Directors

**Electric Sport Sailplane
Special F5J**

**Roy Bourke
Doug Pike**



RULES

Electric Sport Sailplane

Aircraft requirements

Any aircraft with a wing span of 100” or less. .
 No limit on control functions. Special F5J aircraft are allowed
 Any motor may be used. Gearing and folding prop are allowed.
 Battery restrictions same as for Special F5J

Flights

Motor run time is 1-1/2 minutes (90 sec). The motor may be stopped and re-started any time within the first 90 seconds of the flight. After this initial 90-second “climb window”, running the motor will result in zero-points for that flight. (Note: an accidental “blip” of the motor may be tolerated provided it is less than 1 second in duration and provides no advantage to the flight.)

For each entry three attempts shall be allowed for 3 official flights. Final score is the sum of the score for the 3 flights. The official flights may be made at any time during the hours of the contest.

Maximum flight time is 10 minutes (600 sec. which includes the 90 sec. motor run), unless a shorter flight time is set by the CD at the beginning of the contest. A flight is scored with 1 point per second of the flight time up to the maximum time, after which 1 point is deducted for each second in excess of the max.

A bonus of 30 spot landing points will be added to the flight score if the aircraft lands within a designated 15 meter dia. circle and is still in good flying condition immediately after landing.
 A landing beyond designated field boundaries will result in a zero score for that flight.

In the event of a tie final score, the CD will determine the terms of a flyoff round.

SPECIAL F5J

Airframe – No limit on size or control functions.

Power System – Direct drive motor (of any type) with a published weight of no more than 68 grams.

Battery – 3 or fewer LiPo cells (any capacity)
 9 or fewer NiCd or NiMH cells (any capacity)
 3 or fewer LiFePO₄ (a.k.a. LiFe or M1) (A123 or other manufacture)

Task - Man on Man in a 10 minute round (Working Time 10 minutes)
 One unlimited continuous motor run
 Flight time starts when you stop the motor
 Landing in a 15 meter dia. circle yields 30 points
 Landing after the 10 min. Working Time ends yields no landing points.

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