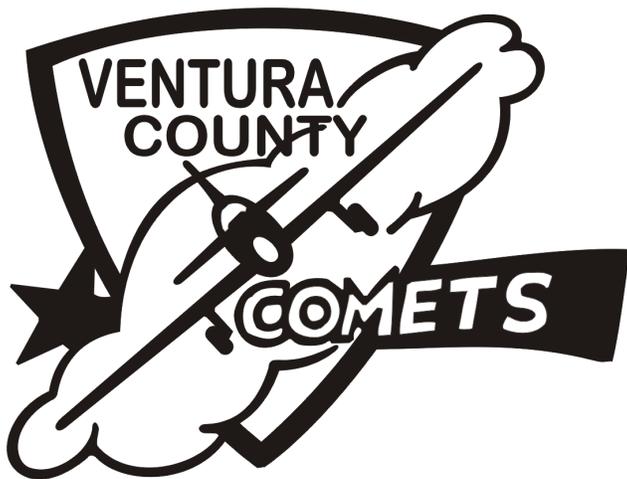


The Comets Tail



**April
2015**

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Lanquist, TJ Moran, Steve Steinmetz, Alastair Brennan

The Comets' Tale is the official newsletter and record of the Ventura Count
Comets, AMA Chartered Club #173
Editorial contributions are welcome.

Next Meeting:
Thursday, April 16, 2015 7:00 PM
At the Oak View Community Center

**Upcoming
Events:**



April 18 - Comets Fun
Fly and BBQ

April 18 - Indoor Elec-
tric fly @ Simi Vally
Rec Center - 5005 LA
Ave.

May 3 - First Sunday at
Santa Paula airport

Pres Sez:

Is everybody ready for the April 18th Fun Fly? Good weather, good flying, good friends, good burgers, and good hot dogs! I'll be there! Don't forget to RSVP to Alastair for your \$5 burger and hot dog!

Has anybody attended any of the local flying events put on at other clubs? I've been meaning to go to the Santa Barbara RC Modelers field for the T-28 races. Their next race up near Lake Cachuma is 5/24/15. Lemmie know if you want to go, maybe we can carpool. If you have been to any fun events, let us know and share your experience with us!

I'd like to thank George Boston for sharing a story about Li-Po safety. A guy down in San Diego was charging some battery's in his garage while working on his RC planes. He stayed in the garage until he "stepped out real quick" to go in the kitchen to grab a cup of hot coco. He got caught saying hi to his wife, then checking on the kids, and before he knew it, his garage was in flames! The fire department saved the house thankfully, but the garage was a total loss including all of his

RC stuff. They don't know the exact cause of the charging malfunction, but the fire captain wrote down, "Li-Po caused". This story reminds us not to leave your Li-Po batteries charging unattended! I have been thinking of

making a “charging station” out of metal. I was just given two metal bed frames- you know the angle iron type. I’ve got a mig welder to stick it together with. Has anyone built their own charging station yet? Please share your ideas with the group.

I’ll see you at the Fun Fly!

– **Dave Fishman**

Meeting Minutes

Meeting called to order at 7:31 by President Dave. There were 22 members and a guest present. The meeting stated with the approval of the minutes.

The Treasurer reported that the Comets club was renewed with the AMA. He also brought up that 19 people from last year have not renewed and he named names... and pointed that if you know of a member that has not re-upped to hound them into doing so. So far 72 members; 65 paid + 7 lifetime members. And the **gate lock combo will be changed in April** - Pay your dues.

Safety officer reported that there were no issues
Park Liaison was not present

The group discussed the absence of the float fly and continued with the idea of a float fly. This would be a Saturday-only event and may include a BBQ. The details are still being worked out. The take-away is that you should plan on being there to buzz around some airplane, helicopter, quadcopter and anything else.

Lowell brought up that Villanova High School (Ojai) is starting an aviation club. There maybe a field trip to the flying field.



Lowell

The meeting started to wind down with a few Models of the Month:

#1 Lowel brought an ARF electric P47

#2 Javier brought that “Hybrid” Ugly Stick (ARF) that was mentioned in the last newsletter

#3 President Dave brought a quadcopter he put together with some bits and bobs.

Dave won the Model of the Month!

Meeting concluded with a raffle and some people won some nice stuff

Meeting adjourned at 8:39



Dave



Javier

Note: The April meeting starts a half-hour earlier 7:00

- **Alastair Brennan**

Root's Rambling Bob Root

I have enjoyed competing in the expert class at a couple of the Scale Masters contests over the last year. If competing in one class is fun, how about in two for twice the fun?

You are only allowed to enter one model in each class. Besides Expert another class is Team scale which allows a builder (me) to enter with another person as the pilot. TJ Moran offered to fly for me so I have cleaned the dust off my North American AT-6 Texan which is shown in the accompanying pictures. I last flew this model in August of 2005. After installing a newer radio and cleaning up the installation we have been trying to get the engine to run properly. TJ has managed to fly two flights but there seems to always be a problem preventing a second flight. We think we now have it running properly and hope to fly it next Tuesday.



I am writing this the weekend before the contest which is on the weekend of April 11 and 12 (in Hemet). If we don't get it running this week I will put a new (different type) engine in it for any future contests.

The model was built from a Midwest kit and weighs 17 ¼ pounds. It is 1/6 scale with an 80 inch wingspan and a wing area of 1000 sq. in. It utilizes Robart retracts and split flaps, and I have added a lot of detail like rivets, panel lines and a full cockpit.



It is powered by an MVVS 1.2 cu. inch twin cylinder 2 cycle glow engine. This engine has a Walbro carburetor which isn't adjusted like the normal glow carb. In the last two weeks we have changed the glow starter, experimented with different amounts of Nitro in the fuel (this is a high compression engine), and tried different glow plugs. We also found an air leak in the filler valve and a throttle servo that seemed to have a mind of its own. With these things fixed it seems to be running okay now. The solution is 5 percent Nitro fuel, and different glow plugs between the right and left cylinders. The left cylinder tends to stop firing at idle. A hotter plug on this side seems to help. We have also found that the high speed needle valve needs to be opened as far as possible and the low speed needle valve has to be closed significantly to get the idle set correctly. The problem is it also feeds fuel at the top end. With a great idle the top end is too lean. With a good top end the idle is on the rich side and the engine tends to load if run at idle for a long time. The solution seems to be the proper fuel, glow plugs, and a strong glow driver.

If everything works TJ will have a couple of days for practice flying before we are off to Hemet. I will be flying my WACO in expert and grandson Ben will be calling for me. We are looking forward to a great weekend.

Randumb Thots:-)
by Jerry Deanda

Now here's a fun thing. I almost used this as a Mystery Airplane but it was too interesting to wait a month before telling the story of this thing, so here's what I know...

If you take a look at the photo, you might think this is a Twin Bonanza, which is kind of what it really is. But in reality, it's a twin engine Bonanza-ish thing, that's called a Bay Super V. There was an airplane called the Twin Bonanza, and made by Beech but it's actually a much bigger airplane and has nothing in common with a Bonanza. And then Beech built a weird v-tailed Bonanza Model 40 variant that had two Franklin engines stacked one above the other in the nose and driving one propeller, but cooler heads prevailed and this died an early, merciful death. Did you get all this?



OK, so the Bay Super V came along looking to fill a hole on the twin-engine lightplane market along about 1958 or so. Until then, if you wanted a small twin, you could buy a Piper Apache and not much else, and the Apache was, well, a pretty lackluster performer. The Beech Travel Air was about to appear and it was a rough equivalent to a Super V, but for a lot more money. So a couple of guys got to wondering if a Bonanza with a couple of 180 horsepower Lycomings might work OK, and this thing was designed.

Starting with a very early, small tailed Bonanza, they did a ton of work to make it a twin... obviously they hung two engines on it, but the modifications were monumental. They had to strengthen the wing spars (a huge job), figure out the engine mountings, design and add the big fiberglass nose (which became a big baggage compartment, ha!) and then get the thing certified by the FAA. The modifications were so extensive the feds ended up issuing a whole new Type Certificate, so what you see in the photo is not properly a Beechcraft.

My first thought when I saw one of these was that it would be a Vmc troublemaker. Vmc is 'velocity, minimum controllable', the speed you have to be going to at least as fast as to keep it from rolling over and scaring or killing everybody when one engine is shut down and the other is at full power. The V-tail Bonanzas are supposed to be a little short on rudder power, but this airplane's Vmc is right in there with other, later airplanes in its class.

The performance of this thing is actually pretty impressive. They claimed a cruise of 170 knots which is 196 mph, and a top speed of 189 knots, 218 mph. It stalled at 65 knots, they say, which sounds a bit suspiciously slow to me since the twin is 650 lbs heavier than the single it grew out of. But still, that's quite a bit faster than an early Bonanza and the fuel burn for that speed was pretty reasonable at 9 gallons an hour for each side. Range was almost 1,000 miles and somebody flew all the way around the world in 1960, starting and ending in Honolulu.

Bay built 9 of these things at Oakland California before they went out of business. Seems a lot of potential customers went for that Travel Air after all, and before too long, the Twin Comanche arrived. And, well, there were some workmanship issues and that early accident rate. If you brought them an airplane to convert, they'd do the deed for \$22,500. I don't know what a used Bonanza went for in those days, but it seems to me that was a fairly reasonable price for a nice-performing twin. Let's face it, nobody would mistake your airplane for somebody else's twin on the ramp. 5 more were built in Erie, Ontario Canada and that's all there ever were. 3 survive, the rest were crashed, and the causes of those crashes were all over the map... fuel starvation, a gear up landing, a couple destroyed in demonstration flights, one crashed performing an evasive maneuver (whatever that means). One crash was attributed to a flat nose gear shock strut... how does that cause a crash? But none seemed to be from any basic problem with the airplane, including Vmc related accidents.

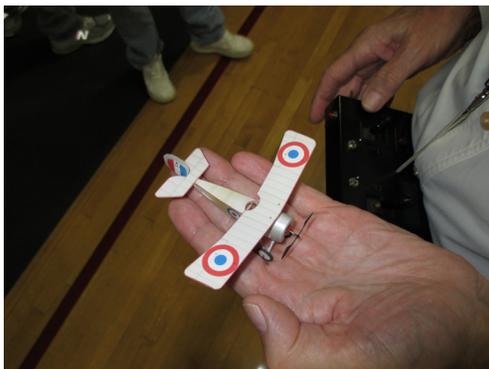
I'm not multiengine rated but I'd love to see one of these things and take a ride.

Electric Indoor Flying @ the Simi Valley Rec. Center

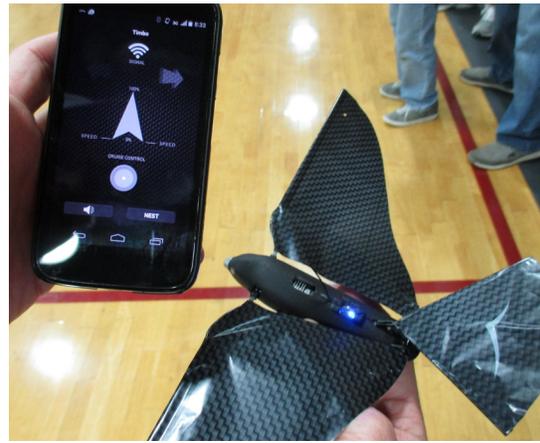
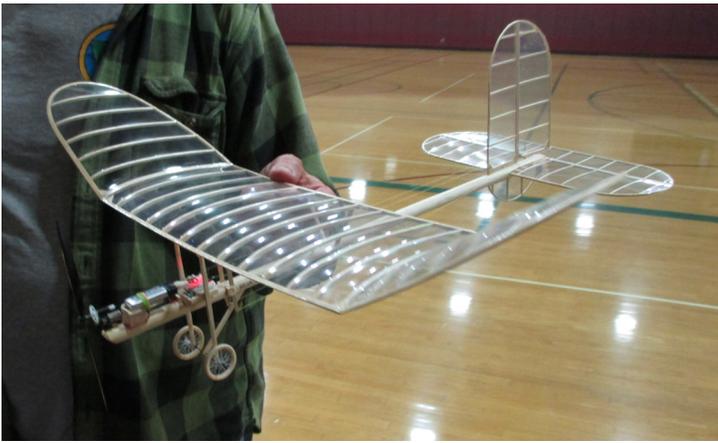
Alastair Brennan

If one evening you venture away from the Comet's homebase to the Simi Valley Rec Center the 3rd Saturday of the month, you'll find a different group of modelers. It's the indoor RC club. Actually maybe I shouldn't say R/C as there were a bunch of free-flight rubber-powered planes. However it is a real club and you need an AMA card to fly. And it seems anyone can fly - No membership required. I have gone the last couple months and have frequented the place in the past. There are a lot of interesting things happening. I mentioned free flight, there were also a couple R/C blimps and ornithopters. And what you'd expect at a gym that allows R/C planes: 3D foamies, anything by Park Zone, E-Flight, etc., helicopter and quad copters.

Check out the size of a couple of the models:

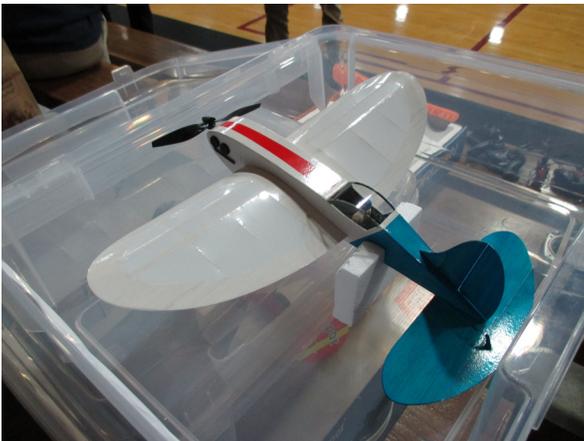


A powered, R/C, dime-store glider



The picture on the left is the result of a guy and a sketch pad. The owner let almost everyone in the room fly it. Which meant I got a go too. He walked by with the transmitter and asked if I fly R/C, and more or less handed me the transmitter before I had a chance to answer. I made a couple touch and gos and the owner told me to hand the transmitter to the next guy walking by, which was then passed to someone else.

The picture on the right is a smartphone-controlled Ornithopter. It was the result of an on-line “Crowd-funded” campaign (i.e. Kickstarter, Indiegogo). You chuck the “bird” in the air and slide your thumb up and it flaps faster, slide thumb down and flaps slower and then stops flapping (glides). Tilt the phone left/right to steer. It’s durable - the owner hit everything but the lottery with it that night and it was still going. In case you need one search the web for “Bionic Bird”.



I have a fascination with Gee Bees and everything to do with the Granville Brothers. One of the fliers brought, what I thought was, a stand-off scale Gee Bee racer (above left) but turns out it is a LiddleGee made by Steven’s aeromodel. It does have “Gee” in the name so I’m going away thinking this is a nod to the Brothers.

Ref: www.stevensaero.com/StevensAero-LiddleGee-TM-Indoor-Backyard-Ultra-Micro-Kit.html

Main site: <http://www.stevensaero.com>

As mentioned there were some rubber-power planes. Pictured above right is one getting “fuel” added to the “engine”...or winding the rubber band. Look at the storage totes behind it...More small planes!!!

If you are interested shoot me an email and I will pass on more info about the club



AMA Charter Club #173

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