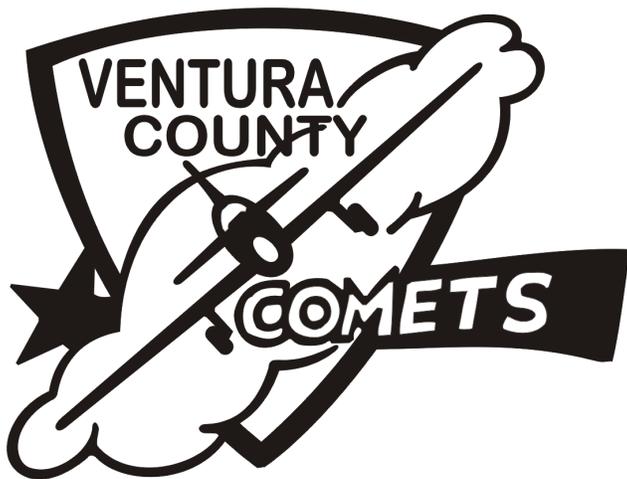


The Comets Tail



**December
2015**

Next Meeting:

Thursday, December 17, 2015 7:00pm

At the Oak View Community Center

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Dave Fishman, Dale Nash, TJ Moran, George Lanquist, Alastair Brennan

Instructor Pilots:

Emery Balasa, Steve Billings, Andrew, Carlson, Bob Root, Ron Scott,
George 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 and is published monthly at the Comets' Tale Lair, in Camarillo, CA.

Editorial contributions are welcome.

Upcoming Events:

Dec 17: Comets Christmas party

Jan 8-10: AMA show
Ontario Convention Center



Pres Sez:

HoHoHo, Are you getting hungry for our annual Christmas Holiday Pot luck? I am. The big end of year eat till you drop event will be Thursday December 17th starting at 7:00PM. Please join us and call Marilyn and tell her what you would like to bring, that way we won't end up having seven cranberry relishes- don't get me wrong, I like a good cranberry relish, but the stains on my shirt...! Marilyn can be reached at (805) 532-1433 or (805) 558-2522.

We need rain so we can fly off the water again! With this El Niño event the forecasters have promised us, it seems like we'll have enough water to float fly again, hopefully next spring. I just hope no one gets hurt or flooded out, or swept away. Are you ready for a potentially hardcore winter rainy season?

What are your thoughts? Do you have any advise or ideas to help the rest of us cope during the rain? Tell us about your emergency preparations. Share your thoughts with the rest of us at the next meeting, or drop us an e mail and we'll put it in the newsletter.

Our last fun fly, on Saturday November, 21 replaced our annual Members-only Float Fly. We had about 15 -20 members present. We had fun. We flew our planes. We talked and visited. And we had hot dogs.



Have you started a winter build project? Right now I'm working on a nitro fuel 40 size trainer that I got from one of the auctions that was a fund-raiser for the club. I might even be flying it by the time you read this. So far, I pulled the fuel tank, cleaned it, and the clunk and breather tube, replaced the fuel line and stopper. Next, I will repair the aileron linkage. After that I will install a receiver and battery and then check the existing servos. Then that, I will go to the field and see how she flies.

The AMA Expo will be taking place this January 8-10 in beautiful Ontario, California.

One thing I am looking forward to seeing at the Expo will be the Flite Test crew. I have mentioned these guys in past newsletters. They will have a build booth at the Expo and I'm sure it will be a lot of fun! I really like these guys, they have a ton of different videos about RC airplanes and multi-rotors and I think they are the most entertaining model airplane show on the internet. They produce two shows a week. For more information about Flite Test, check out this link: amaexpo.com/make-n-take-with-flitetest

AMA Expo ticket prices are as follows:

One Day Pass	\$13 AMA & EAA Members/\$15 Nonmember
Two Day Pass	\$24 AMA & EAA Members/\$28 Nonmember
Three Day Pass	\$33 AMA & EAA Members/\$36 Nonmember
Youth Pass(13-18 years)	\$5 per person – includes FREE AMA/EAA Membership
Kids 12 and Under	are Free

See you at the Xmas party!

-Dave

Ed - Thanks to Dave Berthiaume for the pictures

Meeting Minutes

The meeting was called to order by President Dave at 7:06. We started early as this is usually the club-only float fly weekend. There were no new members or guests. The minutes were approved. The Safety Officer and Park Liaison were not present.

The Treasurer's reported that club funds are in good standing and we have 83 members.

Christmas party starts at 7:00 Marilyn (and Dale) is setting this up. It's a potluck dinner - Call Marilyn to see what you should bring.

Elections were decided. There are no changes Dale stays on as VP, TJ remains Treasurer and George L keeps his seat as Safety Officer.

Dale took care of the annual inventory - We must do this each year for the AMA.

The meeting ended with the usual raffle. Thanks to Marilyn for keeping that part of the meeting organized.

The meeting adjourned at 7:44

-Alastair

Roots Ramblings

As I have mentioned in previous Ramblings several of the group who fly on Tuesday and Thursday have been flying racing airplanes over the last few months. I would like to now write about the latest Tuesday adventure. Tom Wolf has a new quarter scale (1:4) glider. It is a scale Dentus glider with a wingspan just over 12 feet. He built from a Graupner kit. TJ Moran towed this glider with his 14 ft. span Quaker. The models are shown in pictures 1 and 2.



Pic. 3



Pic. 4

The tow set up is shown in picture 3. Picture 4 is the best I could get of the actual tow just after takeoff. It's hard to see the glider.



Pic. 3



Pic. 4

A glider with a 12 foot wing span seems big until one investigates some of the scale glider flying in England. Picture 5 is of a Bowlus 1-S-2100 Senior Albatross Falcon hanging in the Smithsonian air museum. It is a beautiful old design. Picture 6 shows an Englishman named Vince Cocket with his 1:3.5 scale Fafnir glider from the same era with a wingspan of 216.5 inches.



Pic. 5



Pic. 6

Picture 7 shows a Bowlus BA-10 Baby Albatross in the Smithsonian museum. Many years ago a modeler named Col. Thacker built a model of this glider which was featured in the now defunct Model Builder magazine. Chris Williams is Englishman who is really into designing and building large scale gliders. I see many of his articles in the British Flying Scale Models magazine.



Pic. 7



Pic. 8



Pic. 9



Pic. 10

Pictures 8, 9, and 10 show three of his models. Picture 8 is a 1:3 scale Scheibe-Loravia SF-27 Topaz with a wing span of 169 inches. Picture 9 shows a model I really like, it is a 1:3.5 scale Schempp-Hirth Minimoa with a wing span of 191 inches. Picture 10 shows his 1:3.5 scale Spalinger S25a with a wingspan of 198 inches. Short kits can be found on the internet for these and many more big scale models. I think TJ will give you a tow if you build one and ask nice

Bob

Randumb Thots :-)

So, I'm not sure what got me thinking about this, other than the fact that I think about flying 'way too much, but did you ever think about what happens if the only control installed on an airplane is the rudder? Could you still fly it?

Well. Maybe, depending. Actually, if the airplane was designed from the beginning to fly rudder-only, then yeah, sure. You can do a pretty nice job, and I have.

Back in the Dim Mists of Time, model airplanes flew with no control at all, and I've done a fair amount of free-flight modeling in my day, where I learned the effects of center of gravity and incidence angles on a model. When radio control started, (aw come on, that was before my time, I'm not that old...) it was quite a trick to get a signal to a model in flight, and non-proportional single-channel was the best they knew. There are not too many folks around these days who flew single-channel, or even know it's possible... and although I never owned any single channel stuff, I did fly some friends' planes and got pretty good at it. A buddy had a Testor's Skyhawk and we fooled with it to get it to fly right because the factory setup was hopeless.

So here's the deal... the model needs to be set up with a kind of forward center of gravity, fair bit of positive incidence in the wing, usually a flat bottom wing, and maybe a bit of negative incidence on the stabilizer... and some downthrust in the thrustline. If you want to be a bit more technical, the model needs to be set up with a fairly short period phugoid oscillation. It's easy to set up most high-wing trainers like this and in fact on some, you can do it from the transmitter and fly the model until it runs out of fuel or electrons with just the rudder. We had an old guy in the Santa Barbara R/C Modelers who'd flown a lot of single channel back in the day, and since he was getting on, he had me fly his Mambo with a three channel digital rig. I'd trim the nose up a bit and throttle back, and fly it with just the rudder. He loved it.

By playing with the CG (forward = shorter phugoid, aft = longer phugoid) and the incidence angles of the wing and stabilizer (more positive on the wing and more negative on the stab = shorter phugoid, and vice-versy) you can arrive at a setup that will give you a stable trimmed airspeed that's fairly low, and when the speed increases

(more on that in a minute), the model will pitch up. Then you play with the downthrust to keep it from nosing up when the engine or motor is running. In The Old Days, a new model went thru a bunch of test glides from hand launches to get the glide close to correct, then low power flights either running real rich or with the prop on backwards and finally, full power flights. Ideally, the model would climb steadily when the engine was running and the wings were level, and pitch into a nice stable glide when the engine quit.

Once the setup is done, the fun begins. After takeoff (either by hand-launch or more rarely, taking off from the ground) you'd steer upwind and gain some altitude, and oh boy, don't let it get downwind! You could use the rudder to make shallow climbing turns. A little steeper and the turn would be level. The fun is when you make a steeper turn, the model will start a spiral dive and gain speed, so when you level the wings, the model would pitch up. Depending on how fast it's going, that can turn into a hammerhead, or if you're a little faster, a roll, or if you're really fast, a loop... or if you're really really fast, maybe an immelmann. Go just a little fast and if it pitches up and stalls and your timing is good, you might even get a credible spin. On recovery, turn again to use up excess speed and stop it from zooming up again. It's a bit of an art form, but very doable. Pilots who were familiar with a model learned how many turns were needed for each figure.

Then, when the engine stops, you make shallow turns, playing your altitude against the wind to glide to a landing where you want. It takes some practice, but you'd be surprised how fast you get on to it, and we have the advantage of reliable, proportional control.

I've played with this from inside the airplane, too. I've flown an Aeronca Champ all the way around the pattern from takeoff back to the runway with just the throttle and rudder. I always chickened out on the landing and used the elevator to flare.

By the by, this WILL NOT WORK with a pattern model. The rudder doesn't generate much of a roll response (ideally, it shouldn't generate any), but it should work OK on just about any high-wing trainer if you get curious and want to try it. Just remember to stay upwind. If it gets downwind, you might have to resort to using the elevator to get the model back!

Fight Gravity!

Jerry

Andy's Full Scale Adventures

I have heard that everyone thinks I have gone to Idaho. This is not the case. Although I have not been out to the field in quite some time, or to many meetings, I have not stopped flying. I have been flying full scale every chance I get. I earned my pilot certificate on June 28th 2015, five months and 41.7 hours after I started on Jan 28th. I got endorsed to fly a Piper Warrior, Archer, and Arrow. Along with the Arrow endorsement came the complex aircraft endorsement as well (constant speed prop and retractable gear). I am also endorsed to fly a Diamond Aircraft DA-40. The Pipers are all round gauge, or steam gauge aircraft, as the old timers call them. The DA-40 is an all glass cockpit aircraft.



Couer D'Alene, Idaho



Lake Pend Orrielle, Idaho

In late September, the wife and I took our first cross country flight. Flying is quite a leap for the wife as she is not too fond of it. She is getting better though. Anyway, we went to see our property in Couer D'Alene Idaho. It was a 7.5 hour flight each way. We got lucky and had a tailwind both ways. We stopped in Oroville, CA and Redmond, OR for gas. We went as high as 10,500 feet and we had to use oxygen.

The photo of Mount Shasta was on the way back from an altitude of 10,500 feet. Not quite sure what the snow level was on Shasta, but we were certainly not flying higher than Mount Shasta. On the way back home we stopped in Redmond, OR and Nut Tree airport in CA, which is just North of Travis AFB.



Mount Shasta

In October, I took my first business trip via airplane. The company I work for had a consultant meeting in Irvine, on a Wednesday. It was either 3.0 to 3.5 hours of driving, each way, or 45 minutes each way by air with 30 minutes drive to Camarillo airport each way. Tough choice. The photo where I am on short final to 20L is at John Wayne Orange County airport with a Southwest 737 departing on 20R where I landed to go to the meeting.



Short Final John Wayne Orange County



Short Final Redmond Oregon

I am now working on my tail wheel endorsement in a Citabria. I am nearly there with seven hours of the 10 required. Along with the tail wheel, I am also taking what CP Aviation at Santa Paula airport calls and EMT course, or emergency maneuver training course. I will be learning aerobatics as well as unusual attitude recovery, stalls, and spins.

In January I should be starting my instrument certificate training. I am almost at 100 hours total time on my way to 250 with the goal of becoming a CFI/I, or Commercial Flight Instructor/Instrument. So that is what I have been doing over the last ten months. I have several videos of my flights here: www.youtube.com/user/Gry101/videos

Andrew C



AMA Charter Club #173

Ventura County Comets

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