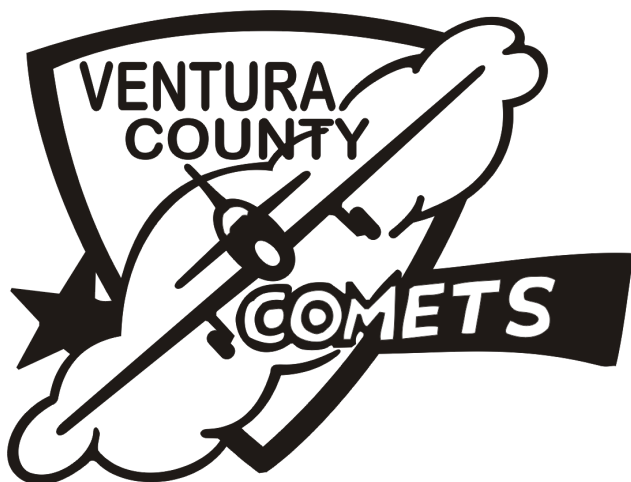


The Comets Tail



May
2016

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George Lanquist, Bob Root, Ron Scott, Steve Steinmetz

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.

Next Meeting:
Thursday, May 19, 2016 7:30 PM
At the Oak View Community Center

Upcoming Events:

May 21 Electric and Small
Gas (≤ 15) fun-fly and
BBQ @ Comets

May 28-29 Giant Scale
Fly-in at Castle AFB

June 18 Quaker Day at
Comets



Pres Sez:

We're getting ready for our Small Gas and Electric Fun Fly on Saturday, May 21st. There will be a hot-dog and hamburger BBQ for \$5.00, the BBQ Brothers, Mike and Steve will be there to cook for us to satisfy our hunger after having fun flying all morning.

We're gearing up to enter a float in the Ojai 4th of July Day Parade, Lynn Breedlove will loan us his 16 foot flat bed trailer that has a wood deck on it to use as our float base. We are still looking for an interesting tow vehicle to pull our float down the parade route. If you know of anybody that has a capable vehicle, please let us know!!!

It is with great sorrow that I inform you of the passing of one of our Comets, Milt McIntosh passed away from many health issues. We send our condolences to his family and flying buddies.

We had a work party out at the field a couple of weeks ago and this is what T.J. had to say:

"Thanks to John Dugan, Dave Fishman, Bob Root, Dennis Fingold, Peter Perry,

and TJ Moran for mowing, weed-wacking, and brush-trimming at the field on Monday, 25 April. The field looks great, even though the vegetation is starting to turn brown.”

Thanks for heading up this work crew T.J. We appreciate everybody’s hard work!

We placed the order for T-shirts and sweatshirts with Silk-worm Screen printing in Ventura, and we should have delivery by the next meeting on Thursday 5/19/16 and at the Fun Fly on Saturday 5/21/16. Our order totaled 43 pieces!

See you at the Fun-Fly!

-Dave



TJ Doing His Thing

Meeting Minutes

The meeting was called to order at 7:35 by President Dave.

The minutes were approved as was the Treasurer’s report. The Treasurer reported that we had a number of members renew and are up to 79 paid members, plus the usual amount of non-paying “lifers”. The money in the account increased a bit more due to the funds received for the Take Off and Grow campaign.

The Safety officer had nothing to report and Park Liaison was not in attendance.

The May 21st Small gas and electric fun-fly and BBQ was quickly discussed. As was the June meeting that will include Pizza/sandwich dinner and free drawing.

President Dave recommended John Dugan, the club’s current Park Liaison as a recipient for the Bill Gast award and the members agreed.

Club-wear sales were brought up. May 1 would be the cut-off for orders. The orders should be ready to hand out at the May meeting.

We had one guy and two airplanes for model of the month. Both planes followed the theme of Bob Root’s April newsletter write-up about lift drag and airfoils. Peter Perry’s first plane up for discussion was an 1/8 scale ASW 28 (2 meter) sail plane with added “Gurney” flaps. The second airplane was a eFlight Pogo. Pete added tape to the leading edge to improve the slow speed characteristics.



The usual raffle ended the meeting and we adjourned at 8:20

-Alastair

Root's Ramblings

The Hemet RC club had problems with their neighbors and couldn't hold their annual scale contest in April so the Gilman Springs RC Club graciously offered their field. My grandson Ben and I entered my AT-6 in the team event and I entered my WACO in expert. We both flew on Saturday but I couldn't attend on Sunday so Ben was on his own Sunday. He won second and qualified for the scale finals which will be held in late September in California. Because I missed two flights on Sunday I didn't place, but he said I qualified so I guess we are going to Davis the end of September. I took a few pictures of the event.

I took picture 1 at the static judging Saturday morning. The Sopwith Pup on the table was built by Darryl Bergstrom and flown by Chris Spangenberg. They placed first in Team Scale. The Japanese Zero lost a wheel on Saturday and didn't fly Sunday. My WACO YMF-5 is third in line. Picture 2 shows the Fairchild PT-19 which won Expert. I didn't get a summary of the contest so I don't have much information on any of the entrants. The field had lots of tables and sun shade.



Picture 1



Picture 2

Picture 3 shows the pits Ben and I used. Picture 4 is of the other end of the pit area.



Picture 3



Picture 4

The Ryan in picture 5 was entered in one of the events not requiring static judging. The 1/3 scale Fokker Dr-1 shown in picture 6 put on a noon time show which was impressive. Built from a Balsa USA kit and powered by a big gas engine it was not flown in a scale manner. It did inverted snap rolls, four point rolls, knife edge flight, and was capable of hanging on the prop. It wasn't scale but it was fun to watch.



Picture 5



Picture 6

-Bob

Randumb Thots :-)

First, flaps... who notices them? Second, quick, name a good movie about aviation. Yeah, it's hard, huh? I'll bet you can name several in just a few seconds, but good ones are pretty scarce.

Dianne and I saw a fairly recent science fiction movie last week called Time Chasers. OK, it was a Riff Trax feature, which is a movie thing where three guys lampoon bad movies. You might think Time Chasers is a bad movie, but actually it wasn't that bad. It was much, much worse. An ultra low budget catastrophe, this thing featured a Citabria that had been modified with the addition of a Commodore 64 computer (we used to call them Commode Doors) under the seat and so became capable of time travel with the help of 8 of those old 5¼" floppy discs. It was fun to watch this 7KCAB Citabria flying around with three aboard and the magnetos switched off in the background. It was less fun trying to figure out how the "plot" in this turkey fitted together.

I noticed that they never used the flaps for landing, which I guess is not a big deal since they're not all that effective on the Citabrias that had them anyway.

Our RV-6's flaps seem to make mostly drag since they only lower the stall speed about 4 knots, but the nose does not want to up or down much. Dianne's old Cessna 140 had tiny flaps that did almost nothing. No wonder they skipped the flaps altogether in the Cessna 120. The Cessna 150 had flaps that my instructor called "the kind of flaps an airplane should have." They lowered the stall speed a lot, made a fair bit of extra lift when they were extended about 20 degrees and showed a student pilot what trim change was all about since they pitched the airplane up quite a bit as they go down.

That trim change was much worse as you went to bigger, heavier Cessna singles. It's pretty pronounced in the 172 and in the 182 and 210 it can be hard to keep the nose down in a go-around when you go to full throttle.

The Piper Cherokees actually pitch down a little and the Piper Tomahawk didn't really change pitch trim at all. You could pump the flap handle back and forth and the airplane would just speed up and slow down a little.

I've not flown many models with flaps. Actually, I can only remember one. My little Spitfire had tiny split flaps and they did little more than look almost correct when landing the model in competition, but very little aerodynamically.

I've had the thought that flaps are not really the right thing for most lightplanes, and models, too. The reduction in stall speed is usually not significant so the extra lift is not a big deal. A big disadvantage is that if you're flying slowly and retract the flaps, most airplanes will settle, and if they're close to stalling, might pick that moment to depart, which can be pretty awkward close to the ground.

Extending spoilers has a relatively immediate effect on lift and glidepath, and retracting them just adds lift and removes drag right away.

There seemed to be a move toward spoilers a few years back with a couple of retrofit kits available for some airplanes including Mooney and Bonanza (yes, the lower-drag end of the small airplane spectrum) and Mooney even offered them as an option on one model. But then they just kind of faded again.

I did some final assembly and rigging on a WWII Taylorcraft L-2M warbug once, and I rigged the primitive spoilers on that thing, but never got a chance to fly it. My buddy Pete flew it and said they worked about like you'd expect. Oh well, maybe some day....

Fight Gravity!

-Jerry

Editor's nonsense:

I'm working on a repair/improvement to my Magic wing that got a bit mangled the other day. Now I really dig all the strange additions to planes. You probably seen the fences on the wings of some 3D planes, and the little sub-wing(?) that is mounted behind the canopy on some pattern planes, etc. So I'm now thinking this Magic is missing side force generators (SFGs). Like on this Extra 300 below.

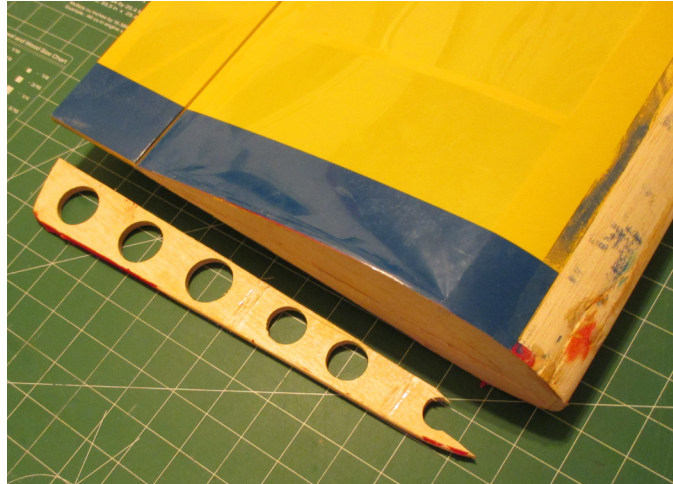


Available on line – too easy...

I looked on the web and found a few different shapes. Sure you could buy them, but why buy a completed part when you can spend hours planning, sketching something up, covering it and running back and forth to the hardware store/hobby shop for bits?



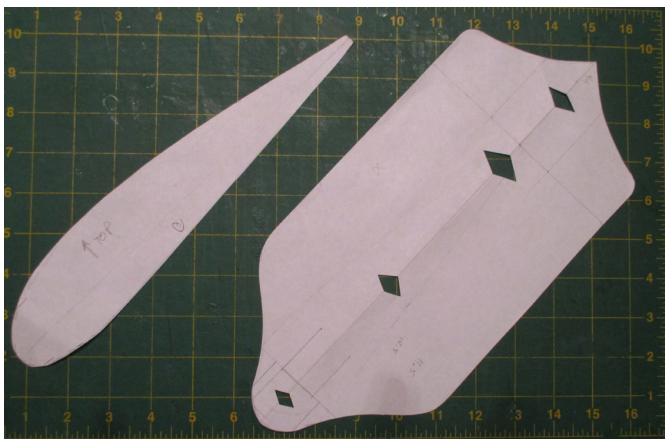
Step one was to repair the wing tip. We've all been through this. I used the good wing tip and traced around it. This became the pattern for the replacement wing tip. However the Magic has these other angled bits that extend the span a little. The crash took care of one, the other I sawed off.



...don't need that part

I took some measurements from leading to trailing edge of the aileron. Coincidentally I found some cardboard... what I'm calling "dense cardboard", that was real close to the length I needed. And (hopefully) strong enough to hold aerodynamic loads.

The idea is to make a second wing tip rib for each side and glue a blind nut to it then epoxy the rib/with blind nut to the tip, therefore making the SGF removable. I sketched up something based on what I saw on line and made a paper pattern.



Paper Patterns for Rib and SFG



Cardboard SFGs

To be continued...