

The Comets' Tale

***The Official
Newsletter of the***



October 2014

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The Comets' Tale is the official newsletter and record of the Ventura County Comets, AMA Chartered Club #173 and is published monthly at the Comets' Tale Plaza, somewhere in Ventura.

Editorial contributions are welcome.

**Next Meeting: Thursday, 18 September
7:00 PM at the Oak Park Community Center**

Coming Up!



All SBRCM Float Flys at Lake Cachuma are Cancelled Until Further Notice

(not enough water!)

Comets Float Fly
Sat. & Sun., 18 & 19 October

Comets ONLY Float Fly
Fri., Sat. & Sun., 21 –23 November

First Sunday of each Month
Open House at Santa Paula Airport
Free Young Eagle rides for kids 8-18 years old

Prez Sez!

A little bit of filed house-keeping: Keep an eye out for Lake visitors that drive in past gate by the BBQ and make a bee-line for the water's edge. I was out there a couple Saturday's ago and on two occasions on the same morning a truck drove by the gate by the BBQ. One guy just motored by the top of the runway and was on his way (I guess) to the water's edge in his truck. We got both guys politely turned around.

We still have some problems with the lock combos for securing the filed. Once the lock is opened, spin the lock tumblers away from the combo.

Did you get the word on upcoming field closing dates?

Friday October 31 from 1430-1800

Thursday November 6 from 1430-1800

Note the closures are in the afternoon.

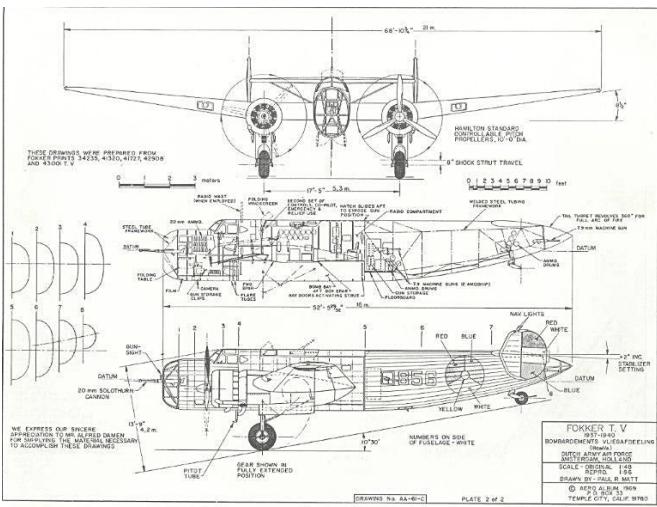
Lastly, the Float Fly. Please lend a hand if you are available and/or bring a plane and take advantage of the big liquid runway. Everything seems to be in order and by the time you are reading the event is less than a week away.

Early meeting this month. We start at 7 and will rifle through the usual topics. See ya at the meeting and then at the Float Fly!

Alastair Brennan

ROOT'S RAMBLING

The subject this month is a little known WW II bomber. I was intrigued by the Dutch Fokker T.V cruiser bomber. I found an interesting Dutch book on the internet (picture 1). Luckily it included English as well as Dutch with a good history of this airplane. I also found a good three-view in Paul Matt's Scale Airplane Drawings Volume 1 book (picture 2).



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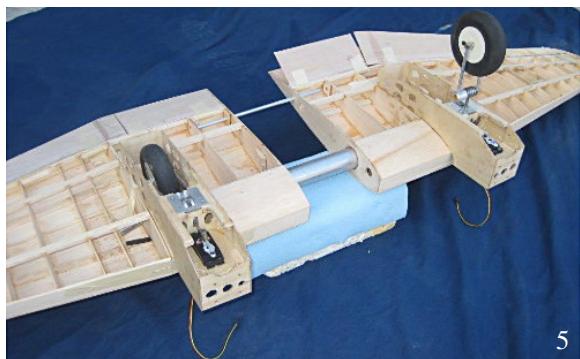


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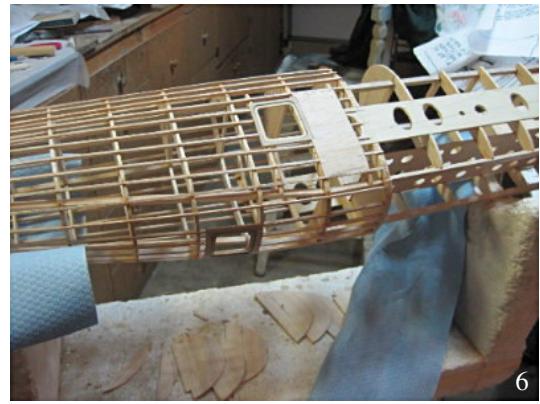
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Picture 3 shows the relative size of the airplane and picture 4 shows the airplane I chose to model. It was involved in one of the first missions of the Dutch/German war. It shot down a German plane while on patrol but was then damaged by a German ship requiring an emergency landing. It was destroyed by a German bomber before it could be moved. It was a short lived airplane, but I liked the paint job. I scaled up the three-view to 1/12 scale (69 inch wing span).



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Pictures 5 and 6 show the model under construction. Picture 7 shows some of the molds and parts I made for the nacelles and cowls.



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The results of all this effort after a year or so is shown in pictures 8, 9, 10, and 11.



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11

The first flight was not successful and it crashed into the lake. My conclusion was that it was underpowered. The entire flight was on the verge of a stall. It was also nose heavy with insufficient control power! I let the parts sit in the back of my shop for a couple of years and then decided to rebuild it. I built a new nose and new cowls (I still had the molds), and installed more powerful motors, batteries, and speed controls. After two more crashes (hard landings?) I was starting to feel I might get it flying. By going to much larger batteries and mounting them in the fuselage rather than the nacelles I now had plenty of power. It is actually overpowered at maximum throttle. I also had to rotate the right wing 1.5 degrees nose down at its mounting on the tube spar to stop a violent right wing drop tendency. I think the mounting got messed up when I rebuilt the front half of the fuselage. At this point it was starting to be flyable, but I kept making hard landings requiring a rebuild of the landing gear after every crash landing.



12

At this point some of the Tuesday/Thursday crowd felt the vertical tails weren't large enough so I built larger vertical tails. The model at this point is shown in pictures 12 and 13.



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It is flying well now as shown in pictures 14 and 15. Although I don't have new pictures I now have four flights after putting the original vertical tails back on. It flies fine and looks like it should. It does have a tendency to Dutch roll.

Dutch roll is a type of aircraft motion, consisting of an out-of-phase combination of "tail-wagging" and



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rocking from side to side. This yaw-roll coupling is one of the basic flight dynamic modes (others include phugoid, short period, and spiral divergence). This motion is normally well damped in most light aircraft, though some aircraft with



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well-damped Dutch roll modes can experience a degradation in damping as airspeed decreases. Dutch roll stability can be artificially increased by the installation of a yaw damper. Wings with a lot dihedral tend to increase the roll restoring force, and therefore increase the Dutch roll tendencies. Reduced directional stability (small verticals) improves spiral stability but results in Dutch roll. Most free flight models are designed for a lot of spiral stability and therefore have lots of Dutch roll. That's why all the radio control Quakers have the wing dihedral reduced to half of the free flight design. Anyway if I have too much trouble with this on the Fokker I can always add a gyro for yaw damping.

Now all I have to do is refinish my Fokker T.V so it looks like it did when I started all this.

See you at the float fly.

Bob Root

MINUTES of the SEPTEMBER 2014 MEETING

Meeting was called to order by Club President, Alastair Brennan, at:

- 7:30 p.m.

New Members & Guests:

- Sixteen members were present and no guests.

Treasurer's Report: (T.J. Moran)

- The Treasurer's Report was displayed on the whiteboard and reviewed by T.J. The Club has gained one more member and we are up to 86 members.

- The Treasurer's Report for August was approved and seconded by the members.

Safety Officer's Report: (George Lanquist)

- George stated that there have been no problems at the field.

Park Liaison Report: (John Dugan)

- John Dugan reported that he has made a request to the lake for range coverage, mowing, and port-a-potties for the upcoming Float Fly. There has been no news of cancelling the Float Fly due to low water.
- John contacted the boat rental group in hopes of negotiating a deal. Seems the group has to charge full price due to insurance and an audit revealed that there is a lack of paperwork when the boats are rented on a short term basis that would fit our needs.

Old Business:

- New lock combos have been sent out to the members. We are still finding locks that have not had the numbers rotated after they have been opened. A reminder, **once again**, please rotate the numbers on the locks.
- It was relayed to the flying paragliders that they would have to contact the lake about using the flying field. They have not been back in touch with the Club.
- Condors are still on a restricted schedule with a month to month basis with the university.

New Business:

- The upcoming Float Fly, October 18 & 19, was discussed and it was determined that we will be having it – despite the low level of the lake. It is assumed (pretty please) that the same people who usually work the Float Fly's will be doing the same jobs they have done for previous events. Flyers were provided to be handed out by Club members to local businesses.

Model of the Month:

- T.J. brought in his Quickie 500, a Great Plains Viper 500. It is a popular race plane and, according to T.J., a little faster than a Quaker. The plane weighs under 4 1/2 pounds, has a Sport Jet 50 engine, uses an 8x7.5 prop, and flies at least 130 MPH.



Raffle:

- No raffle.

Meetings adjourned at:

- 8:00 p.m.

Respectfully submitted:

Sandy Billings (for Lynn Breedlove - Secretary)



Hey Guys, I'm still planning on handing the Comets' Tale over to some deserving soul on the first of the new year. Current President Alastair and I have moved some email back and forth and he seems to be willing to take it. He's certainly very qualified with a background in technical writing, and his tenure as President ends this year. If anybody else is interested let's all talk about it. Naturally, I'm ready to offer whatever help and advice I can give to the new Editor.

j



That Mystery Airplane... is either a Meyers 145 or a Micco SP-20. The airplane in the second photo is a Micco for sure... I spotted it at the fuel pumps at Santa Paula Airport and had a short talk with the owner.

The Meyers 145 was the second airplane designed by Charlie Meyers. These things had 125 or 145 horsepower six cylinder Continentals and went about 150 mph, pretty fast for the power and the times, the 50s. They say it's a nice handling airplane but they only made about 20 before production ceased late in the decade. The Type Certificate changed hands about 3 times with none of the holders building any airplanes until the Seminole tribe of Florida put the thing back into production as the Micco SP-20, with a bigger Continental and the spiff paint jobs you see in the photos. They built something like 14 airplanes before political troubles in the tribe got it stopped. They're hoping to get production going again soon.

RANDUMB THOTS :-) A few weeks ago, Dianne and I wandered off on a vacation, first to St. Louis, Missouri where she had a business meeting, and then we were free to roam the area for a couple of days. We visited the arch of course, and Grant's Farm and both were interesting, but here's the flying bit... St. Louis has a Walk of Fame, and it's pretty surprising how many noteworthy people are from there, including this guy Charles Lindbergh, and here's his plaque.

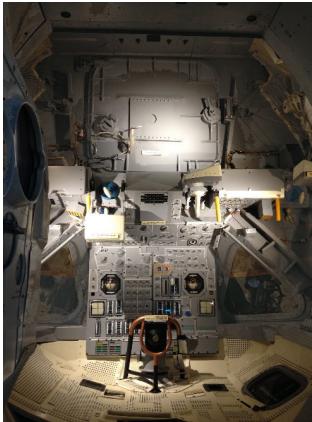
We also visited Creve Coeure Airport, just outside town. This is a fairly well-known hotbed of vintage airplane flying and restoring and although we arrived on a Thursday and not much was going on, we did get to visit the museum, four hangars full of old treasures, lots of Wacos, including this tricycle gear one. Hmm, I didn't know any still existed. The hangars were so full it made photography difficult, but along with all the Wacos there was a an eclectic collection of other Golden Age airplanes, Cub and Taylorcraft variants, a Fleet biplane, Monocoupe aplenty, some WWI stuff, a recently restored OX-5 Jenny, an Antonov AN-2 (the world's biggest single engine biplane!) and many more. Nearly all are flyable and flown regularly.



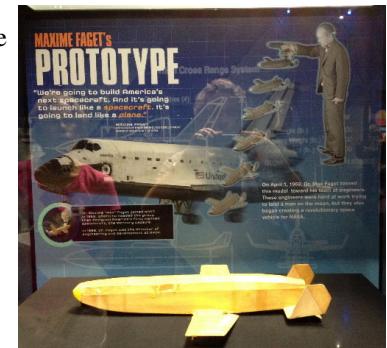
Then we went on to Orlando Florida where we visited Disney World. Epcot was the best and we had a good time there.

We drove east to the Space Coast and visited Cape Canaveral and woo, what stories they have to tell there. There's a great museum with the rocket garden outside, real manned boosters with the spaceships on top, simulators to play in (well, some were actually pretty cheesy) and the *piece de resistance*, a complete Apollo moonship, Saturn V booster and all, inside a building, lying on its side and cut away here and there, with the Apollo and Lunar Landing Modules in place. Dianne and I had a lunch of fish and chips sitting under this thing. The fish and chips were as bad as the rocket was good. Shuttle Atlantis is inside that building, too, cargo bay opened up and a balcony in the right place so you can see everything.

We found a mockup of the Lunar Lander's interior and it answered some questions for me since I'd never really understood how that thing was laid out. I knew the astronauts flew the thing standing up and I'd even read why, but never saw even a decent photo of the inside. The mockup was only the business side, facing the controls and windows, but now I have a lot better understanding. The photo shows what we saw. The door would be right behind the camera so that's where the guys went thru to go outdoors. On the longer missions, they slept on the floor. Probably not too uncomfortable at one-sixth g, right?



Modeling got it's due, too. Before they open the doors for the Big Reveal of the shuttle, you see a short video about the designing of the ship, and it's starts with a funny-looking stick and tissue glider floating down to a group of engineers. It was tossed by Max Faget, the Chief Engineer on the project. Faget had already been in charge of the designs of all three of America's manned space craft, and by flying the model into the engineer's midst, he emphasized that this new spaceship would represent a departure from what they'd been doing. The very same model was on display in a glass case under Atlantis. There was a bit of torn tissue paper, but it still looks pretty good. Très cool that someone thought to keep it safe.



Jerry Deanda