Prez Sez!

At the August meeting it was brought up that the some of the locks were left undone. The Treasurer has changed all the lock combos and you should have received either a mailer or an email with the new combo. The issue to note making sure the area is locked up and don’t give the combo to any non-member. We’ve heard the past stories of damage that occurred by not locking up the field.

The October Float Fly is coming up and we know that the water level may be an issue - The lake is really low. A group of us scouted out the area a couple weeks ago and agreed that it is manageable, provided we get the grass cut. At the August meeting J. Dugan said he will take this up with the Lake.

Check out the pictures with the rocks in the foreground. I’m pretty sure this was the rocks that obstructed a parking space by the BBQ last April.
Yep - The Lake has gone down a bunch.

Tell your friends at other clubs and get their float planes ready

Labor Day weekend campers at the Lake seemed very busy. I was there with just a few others on Saturday. I’m sure others flyers feared there would be a lot of pedestrian traffic but it wasn’t that bad. We had a few that held up take-offs/landings, yet the day went off smoothly.

At the August meeting we had a quick discussion of getting a boat for the club so on the rare occasion a plane goes in the drink we could recover it ourselves without relying on a passer-byer-boat or renting a boat. This was turned down as the meeting due to the fees to keep the boat at the Lake and where to store the boat. Instead John Dugan will try to broker the club a deal with the boat rental group. Stay tuned for the result.

If you need more stuff to read on model aviation, there is a quarterly on-line e-zine here: http://theclearimage.com/newsletters/Issue-29-Sep-2014.pdf
Check out the B-36 (6-engine bomber) that starts off this issue.

Alastair Brennan

ROOT’S RAMBLING

This month’s rambling is a subject which I enjoy and one which I have discussed from time to time, namely tri-planes. While three-wingers fall in the category of freak airplanes today, they were commonplace in the “Experimental” years before and during WW-1. The peak of tri-plane development and production came in 1917. Of the approximately 100 known tri-plane designs in world aviation history, three-quarters were developed between 1915 and 1918.

Principal advantage provided by the tri-plane design was its high ratio of wing area to overall wing span. This not only kept heavy bombers within practical size limits but gave fighters increased maneuverability because of lighter wing loadings and shorter spans. However, the additional wing and its required bracing added drag and further loss of efficiency from airflow interference between the wings. The final disadvantage was the maintenance headache that resulted from the rigging complexities introduced by all the extra struts and wires which followed the standard bracing techniques of the period. The Fokker single seater, with no rigging beyond the interplane struts, gained rigging simplicity over equivalent biplanes.

As you all know I have a great flying ¼ scale Fokker Dr-1 which I have been flying for years. With a hundred designs from this period to choose from I think we need more scale tri-planes. The following are a few examples which might make interesting model subjects.

Figure 1 is a three view of the 1918 Italian Breda-Pensuti tri-plane later called the Caproni-Pensuti after the designer’s death. The airplane is shown in pictures 2 and 3. This single seat “messenger” was the equivalent of a motorcycle with 40 hp and a gross weight of 638 pounds. With a wing span just over 13 ft, a quarter scale model would only have a wing span of 40 ½ inches!
Pictures 4 and 5 show the Sperry Amphibian. Look at the landing gear. This plane had 330 hp, a 48 ft. wing span, and a crew of 3. A model of this could be flown at both the float fly and the field!

The 1916 French Voisin bomber is shown in pictures 6 thru 9. This airplane used four 200 hp engines and had a 118 ft. wing span. Note the multi wheel landing gear, the over and under twin boom fuselage, and the canoe type double cockpit.
Picture 10 shows the Friedrichshafen 60 torpedo seaplane. This 1918 bomber utilized four 160 hp engines. All of the above airplanes had a cruise speed on the order of 80 mph, not very survivable by the end of the war.

Picture 11 shows the Albatross DR-1 which I think is a very pretty airplane (at least for a tri-plane). This plane has a fairly small wingspan for this era of 25 ft. It had a top speed of 132 mph but didn’t have performance better than the Albatross D-Va bi-plane so it never went into production.

With a discussion like the above I have to include my favorite multi (four) wing airplane as shown in picture 12. This is the Armstrong-Whitworth FK-10 which did go into production during WW-I.

Modelers in Europe sure know how to build and show off large scale models as shown on this link.

https://www.youtube.com/watch?v=D7-IUBm-Guw

Enjoy!

Bob Root

MINUTES of the AUGUST 2014 MEETING

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

- 7:29 pm

New Members & Guests:

- Members in attendance – 17
- Club membership stands at – 85
- No new members or guests in attendance.

Treasurer’s Report: (T.J. Moran)

- Treasurers report given by T.J. and reviewed on the white board.
- Low expenses for July – largest expense was the raffle cost.

Safety Officer’s Report: (George Lanquist)

- Gate and frequency box has been found open a couple of times – combo will be changed on Wed the 27th.
- He noted that Bob Root flew his new twin bomber this week.
Park Liaison Report: (John Dugan)
• Annual religious group will not be here this year so the field will be open on Labor Day Weekend.

Old Business:
• Warbird day was a success – 20 pilots attended – had leftover BBQ – will do this again.

New Business:
• Someone on the Board got an e-mail regarding flying paragliders from our field. It was brought up that the field has an “X” on each end which means the field is not usable by full scale planes.
• Discussion about the club buying a retrieval boat. J.D. brought up that the lake probably doesn’t need to know about planes in the lake. Disadvantages were discussed about club boat – 1. Place to store the boat. 2. Insurance. 3. Cost. It was brought up that maybe we can work out a deal with the lake for boat rental.
• A fellow named Harold Sweet will be camping on the field w/trailer – park has approved.
• Model Aviation Mag. has attachment re: FAA meddling in model airplane hobby (trying to regulate us).

Model of the Month:
• George Lanquist bought in his miniature Quaker electric. Wingspan is 34 inches and weights 11 oz. It was scratch built and was covered with clear yellow. George says it flys great.

Raffle:
• Good model stuff was raffled off and Marty’s contributed two gift certificates - yeah!

Meeting adjourned at:
• 8:24 pm

Respectfully submitted:

Lynn Breedlove - Secretary

Ok, Mystery fans! Here’s a Mystery Airplane. One of these things visited Santa Paula Airport a couple of weeks ago and I was proud that I could ID this thing after a minute or so of thought. I saw it at the gas pumps where the crew were fueling it and getting ready to fly off someplace. Nice guys and they knew a lot about their airplane. I took a couple of photos that were not good enough to post here, so this is one I grabbed off the internet. And actually, a sharp-eyed observer might come up with one or both of two possible names for this thing. Show your power! And by the way, it’s a taildragger. I hope that doesn’t give away too much.

Hi All,
I would like to sell my camping trailer in good condition for $3,500. It is a Tahoe Lite. See photos of outside and inside. If you know of anyone looking for a Camp Trailer call Ron Scott, 805-522-5455 at home.
At end of our saga last month, Lola the RV-6s’ aft end was opened up for some structural work, waiting to be finished once we got back from vacation. The work is done now and Lola is flying again. The picture shows the shim on top of the deck where the stabilizer attaches. This was originally a 1/8” thick, nonstructural aluminum shim and the four stabilizer attach bolts went down thru the shim and skin. I’ve added material going forward and aft at the ends to pick up the longerons that had been notched before and then had the notches blended out and now the shim is structural, and riveted into place.

The new bolt holes are a bit further forward now so they’re not in the radius of the new attach angle. (buried below the skin in this picture) The stab attachment was OK before, but it’s much better now even though it still doesn’t match the plans. In this photo, the rivet work is not finished yet but we were close. The stab went back on later in the day, right after the riveting was done. A test flight showed nothing changed in the rigging and Lola still flew the same.

Wouldn’t you know it, we were called on to do a formation over the Labor Day parade in Santa Paula the next morning. Here is a photo of that formation, a three-ship, with buddy Andrew leading in his RV-6 and buddy John in the #2 spot in his RV-4. Lola was #3 and we followed Bruce in his Cessna Bird Dog about a quarter mile ahead. We made two passes over Main Street and the local newspaper described our flybys as “thrilling.” Hmm, yeah.

The next day, Dianne and I made a flight to San Luis with a Andrew in formation. We both got some practice and had a great lunch, then flew home and did a bit more formation work. Lots of fun, if a bit tiring. Formation flight can be pretty intense.

Here’s an aerial of our flying site, taken by Dianne. Check out how low the water level is. It’s going to affect how we do our Float Fly in October alright.

Last weekend, Secretary Lynn Breedlove and I did a bit of flying in Lola, looking for his T-28 that went down in the riverbed near Santa Paula Airport, but we didn’t spot it. It’s still lost. Oh well, we flew around for a while afterwards and had some fun. Lynn is a smooth pilot and he said he likes the way the RV-6 flies.

The next day, we were back in the air again, more formation practice with Andrew in his RV-6. Lynn was crew, Flight Engineer and Observer and he shot some nice photos with his phone but there does not seem to be a way to get them off his phone and in the publication, but here is what it looked like when Dianne shot some photos during the earlier trip. In this shot, Andrew is leading and we’re in echelon, strong left. And we’re too high. The accepted thing for the RVs is to fly with the outboard aileron hinge of the lead airplane lined up with the spinner. I was about on the right ’line’ aft, but too high, and trying to fix it. It was a bit turbulent and I’m using that as my excuse for my ragged formation job. More practice, more practice! I have not had the Blue Angels call me yet. Might be a while before that happens, huh?

Next month, some photos from our vacation at Creve Coeur Airport in St Louis MO and Cape Canaveral in Florida.

Fly safe!

Jerry Deanda
A Notice  After putting out the Comets’ Tale since somewhere around 1999, I’m ready to hand it off to the next guy. Time is becoming an issue and I’m not too well connected to what’s going on. I’ll provide a lot of help to the next editor and of course all the archives and templates. Anybody interested? I’d like to be able to do the handoff in January of next year.

Here’s a table of compatible and incompatible finishing materials that we use often for models. Might save someone a lot of heartache. You don’t really understand the howling that can go on by learning this the hard way, until you’ve learned it the hard way yourself.

(I’d add that I’ve found that polyester based bondo-type filler materials won’t harden over cyanoacrylate. Actually, they’ll harden, but not along the interface… so it’s going to fall off at the first opportunity. I learned that the hard way one day...

<table>
<thead>
<tr>
<th>C= COMPATIBLE</th>
<th>N= NOT COMPATIBLE</th>
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<tbody>
<tr>
<td>TOP COAT</td>
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<tr>
<td>VINY SPACKLE</td>
<td>C N C C C C C C C</td>
</tr>
<tr>
<td>POLY RESIN</td>
<td>C C C C C C C C C</td>
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<tr>
<td>DUPONT 305</td>
<td>C N C C C C C C C</td>
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<tr>
<td>AEROGLOSS DOPE</td>
<td>C C C C C C C C C</td>
</tr>
<tr>
<td>NITRATE DOPE</td>
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</tr>
<tr>
<td>BUTYRATE DOPE</td>
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<tr>
<td>POLYURETHANE</td>
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Here are a few ideas I found on the internet:

**Installing Triangle Stock**

Triangle reinforcements have always been difficult to handle due to their shape, especially if they’re coated with epoxy.

Try sticking your X-acto knife loosely into one end of the triangle. Then lay it on the bench so that the wide part of the triangle (the hypotenuse) is against the benchtop. Now apply the epoxy or other adhesive to the sides that will contact the airframe.

Next, by using the knife handle, insert the triangle into position in the airframe. Press down with your finger onto the wide side that has no glue, and carefully slide the knife out of the piece.

This way you can cleanly install triangle stock, and not get any glue on your fingers.

**Mark Hinges**

When using CA hinges use a marker to draw a black line across the middle of the hinge. This way you can tell if the hinge is being pushed into the wing when you put on the aileron. I have had some hinges do this and end up with a sixteenth of an inch in the aileron and the rest in the wing, not very strong. If you can’t keep the hinge from being pushed into the wing stick a pin through the middle of the hinge it will not weaken the hinge at all.

**Rib holder**

Get a piece of aluminum 1 or 2 inch right angle that can be found at most hardware stores. Make sure it is really square (90%) then cut off 1/2 inch wide pieces.

Next drill small holes in each end about the size of a push pin or T pin.

Use the angles to hold ribs perpendicular to the building board by putting one on each side of the rib and then pinning it to the board.

**Mixing epoxy**

When mixing epoxy use an old coffee can lid or just about any poly propylene surface or container, after the epoxy hardens just flex the lid and the epoxy will pop off.