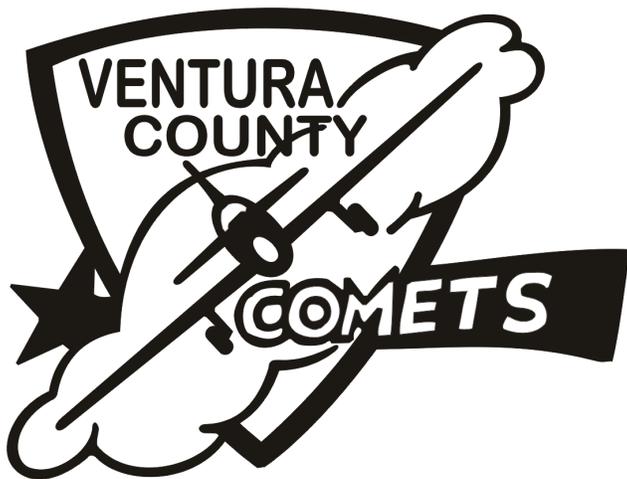


The Comets Tail



**August
2016**

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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, August 18, 2016 7:30 PM

At the Oak View Community Center

**Upcoming
Events:**



Aug. 20 Fun Fly & Swap
Meet - Valley Flyers

Aug. 20-21 Camarillo
Airshow

Sep. 23-25 Float Fly @
Lake Mc Swane

Pres Sez:

Hi Comets,

I hope everyone is having a great summer. I'm having a good time going to RC swap meets. I have picked up a handful of goodies (some people would call them projects). It seems quite often the Valley Flyers or another club is holding a swap meet. In July, I got a great deal on a brand new "Model Tech 3Demon ARF" in the box, at the Comets Warbird Fly, Swap Meet and BBQ Fun Fly. Keep an eye on the Calendar of RC Flying Events to stay in the loop.

Our July Warbird Fun Fly, swap meet and BBQ was a blast. We had great weather, good people and very excellent food. Thanks again to Mike and Steve Steinmetz for pulling out the big guns and barbecuing us up some tri-tip and providing all the fixins'.

The "Wings Over Camarillo Airshow" is going on this month August 20-21. Gates open at 9am. Maybe I'll see you there!

See you at the field,
Dave

Meeting Minutes:

President Dave called the meeting to order at 7:32. There were 18 members in attendance.

The minutes were approved and treasurer gave his report; 83 paid members, 89 total members (remember there are non-paying life-members)

“Congrats” went to Prez Dave on the success of the 4th of July float. Dave handed out Awards of Appreciation to a numbr of members and participants in the float-building, decorating, parade-partakers.



The Safety Officer had no news...and that's usually good news. The word from the Park Liaison is that the VC Sheriffs are now patrolling the lake and there are none, or fewer park rangers. As a reminder we are still looking for a replacement Park Liaison.

The group discussed the TAG (Take-off And Grow) campaign - Whcih included lessons for the kids and the suggestion that a few club members visit schools.

The meeting wrapped up with an auction of a couple kits donated to the club. A couple members got some nice stuff and all the money went to the club.

The meeting adjourned at 8:12

Alastair Brennan

Field closures

Due to the occasional cross-country running event the flying field will closed on these dates:

September 17th, Saturday morning, 8am -12pm

October 5th, Wednesday afternoon, 4pm -6pm

October 28th, Friday afternoon, 1:30-5pm

November 3rd, Thursday afternoon, 3-6pm

Randumb Thots :-)

This column opens with a sad face this time since I just got word yesterday that the Bugatti 100P race plane crashed fatally in Oklahoma on Saturday morning, 6 August. Details are still pretty sketchy but what we know so far is that the pilot was Scotty Wilson, and he was also the leader in the effort to build and fly this airplane. Witnesses say the airplane did not seem to be climbing well after takeoff and then rolled left, dove into the ground and burned. A helicopter standing by arrived quickly but rescuers found him already dead, apparently from the impact.

Cause of the crash is unknown and I'm sure there will be plenty of speculation, but at this point, it really is just speculation. There is a whole litany of things that could have brought this airplane down, from malfunction, to a design defect or even a medical problem with the pilot. The preliminary National Transportation Safety Board report should be out in a few weeks, but the preliminary is usually just a narrative of what happened. It will likely be a year before NTSB releases a detailed report with a probable or even suspected cause.



I guess that's about the end of that. This was the airplane's third flight and they're saying it was to be its last anyway. It was to go on permanent display somewhere in the United Kingdom and no more flights were planned. I was hoping they'd at least fly an abbreviated series of test flights to establish some information on flying qualities. They were far short of the horsepower that Bugatti and DeLonge anticipated so I never expected any high-speed performance numbers. It looks like we'll never know. I cannot imagine anybody else taking on the job of building another complex, radical thing like this. It was a fascinating airplane.

Amazingly, I still see reports of people flying multicopters around brushfires and interfering with aerial fire-fighting efforts. Who are these knuckleheads anyway? There are efforts pretty well underway to devise counter-drone hardware and software. One just takes over the aircraft and lands it where law enforcement wants it to land. I guess I should have seen that coming.

Happy to report that Lola the RV-6 is very healthy these days. We're ready for an oil change, and then come September, it will be time to start another annual inspection. OK, since Lola is licensed Experimental, it's a "Periodic Condition Inspection" because the feds are so chary about using Real Airplane Terminology on an experimental. I can do the inspection, but I'm not supposed to use the word "airworthy" in the logbooks. Instead, I'm to say it's "in a condition for safe operation." I don't care. As long as they keep on letting us fly it I'll try to keep the whining down to a minimum.

We do have a couple of things to address. There is a small weep on the left fuel tank. I'm told it's a weep unless it drips onto the floor, in which case it's a leak. That's a moderate job to fix... I hope. And while I'm inside the tank, there is a Service Letter issue to look at. I am also ready to finish the wiring modification I started a few months back. Lola is wired a bit oddly. Nothing really dangerous, but it's overly complex and adds a bit of unnecessary weight. Dianne wants to get better seat cushions, and she's right, we can do much better than what we have. Look out, I'm gonna open the toolbox again!

Fight Gravity!
Jerry Deanda

Comets Warbird Day July 2016

Yep that happened as planned. We flew planes, worked some deals at the swap meet and had a great BBQ lunch. There were a number of pilots and friends at the field and look at the pile of stuff (picture below) that was available to dig through for a deal.

You got a year to pull something together.



Photo credit R. Scott and A.Brennan



Santa Maria, CA

Ron Scott made this YouTube clip from some video and stills he took while at the August Tri-Valley Modelers (Santa Maria) Giant Scale event: <https://www.youtube.com/watch?v=AMywRzIOHgE&feature=youtu.be>

Looks like quite a turn out and a good mix of aircraft - Thanks Ron!

Camarillo Airshow (Aug 20-21)

The flyer is on the last page. And if you are into model airplane...you are, right...Well you might be interested to know that there is a "Drone Pavilion". The copy from the web site reads:

We will have civil and military displays of Unmanned Aerial Vehicles (UAV). Commonly known as a drones or Unmanned Aircraft System (UAS) are aircraft without a human pilot aboard. They come in many shapes and sizes and each flight operates with various degrees of autonomy. Come see why UAVs are the hot topic in high schools and colleges. Talk to the developers, owners, and operators of various UAVs and see demonstrations in our "Drone Cage".

<http://wingsovercamarillo.com/>

Speaking of the airshow, if you look close at the flyer in the next page...in the “Experimental” bubble you see a jet-looking aircraft. This is a Cirrus VK-30 (kit plane) and it’s a mid-engine recip pusher. I used to work with the owner/ builder at Haas Automation.

I got to ride in this beast a few years ago. To give a little background, the owner, I’ll refer to him as “T”, is a mild-mannered mechanical design engineer at Haas. Or at least that’s how I saw him, as his interactions with me were very orderly... disciplined... precise... ”mild mannered” – You get it.

The Cirrus lives at the Van Nuys airport, therefore my experience in the kit plane started by flying with T, a couple other guys in a Piper from Camarillo to Van Nuys so T could bring the Cirrus to Camarillo for that weekend’s airshow.

We arrive at Van Nuys and I help pull the Cirrus out of its parking spot and stand by as T goes through a pre-flight. We buckle in and the plane fires up. T gets on the radio calling his intentions to get out of Dodge. The ground speed increases, and we do what I consider a fast taxi. We were moving! Remember “mild mannered”? I am wrong about that! As we approach the turn for the runways the exchange between the tower and T goes something like this.

T: 52-Tango-Hotel requesting departure

Tower: Hold for runway 16R and inbound traffic

T: Request 16L (the short runway)

Tower: Is that plane high performance?

Then, there is a pause, like an insult was just thrown

T: (in a smug tone) Oh yeah.

Tower: (in an almost hesitant, questioning reply) OK.

We swing this fast turn from the taxi way onto the short runway and T firewalls the throttle (I swear he nailed the throttle halfway through the turn and were on the edge of doing some sort of sliding-drift!). That Cirrus jumped into the air. We could’ve used the guest parking lot for cars to take off in. Is his VK-30 high performance? “Oh yeah”. T will most likely be at the Camarillo show. Last I talked to him he was building a super-charger system for it.





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