

The Comets' Tale



**January
2015**

President	Dave Fishman	(805) 648-7293
Vice President	Dale Nash	(805) 532-1433
Secretary	Alastair Brennan	(805) 388-0180
Treasurer	TJ Moran	(805) 646-6084
Field Marshal/Safety	George Lanquist	(805) 646-5365
Park Liason	John Dugan	(805) 646-6898
Webmaster	Don Sorensen	(805) 968-4288

Comets Web Site VCComets.com

Comets' Tale Editor: Alastair Brennan, jet_a@yahoo.com

Board of Directors

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 County
Comets, AMA Chartered Club #173 and is published monthly at the Comets' Tale
Bat Cave, in Camarillo, CA.

Editorial contributions are welcome.

Next Meeting:

**Thursday, January 15, 2004 7:30 PM
At the Oak View Community Center**

From the Prez...

My name is Dave Fishman and I'm the new Comets President. I am honored to be chosen for the position of President. As your President, I promise the same things a real president would promise- to do whatever you say! I will use my powers for good, not bad. I will not take gifts from lobbyists either.

I hope you all had a great holiday season. Our Christmas party was terrific! Thank you everybody for your contributions.

Let me tell you a little bit about myself. I was raised in Thousand Oaks and used to ride my bike to Marty's Hobbies after school so I could drool on the glass display cases and play pinball. Now I live in Ojai with my wife Clarissa. I have worked for the County of Ventura for 15 years in the facilities maintenance dept.

My dad is a model train buff and during Xmas we would set up the train all over the living room like a maze. My Mom liked to keep a clean house and she couldn't vacuum the carpet very well but somehow put up with the train tracks all over the place for the month of December.

As a kid, I had a couple of control line airplanes one of which was electric believe it or not. You had to charge the plane with a lantern battery, I don't remember how long the charge would last. In high school I built some Tamiya RC car kits. After those RC cars, I left Radio Control toys behind until the year 2010. That's when my neighbor got one of those little RC helicopters. After my first flight on the little heli, I was fascinated by it and had my own RC heli as soon as I could drive up to Marty's to get myself one. Three months later I bought my first RC airplane, a Hobby Zone Supercub LP and joined the Comets. I am now completely "Hooked" and addicted to RC airplanes. I have flown mostly foam electrics, a couple of wood electrics (may they rest in peace) but in my hanger, I now have a couple of nitro wood planes. I aspire to someday build a plane from a kit. I really like flying off of the water too. The Float Fly's are some of the highlights of my year-(I'm a simple guy).

The AMA show was in Ontario, CA earlier this month. Did you go and come home with any goodies, or listen to any of the guest speakers? Let's talk about it at the next meeting or at the field.

I found a great article on the AMA website about trimming your airplane. I'm still a beginner when it comes to trimming, and I found out there is much more to it than just balancing the C.G. and prop! I know most of you reading this probably already know how to trim your airplanes, but for the other green-horns out there or anybody wanting a refresher, check out this link, it's the first part of a three part series called, "Trimming From The Ground Up"

<http://www.modelaircraft.org/mag/FTGU/Part%2029/29main.html>

Take care,
Dave

Root's Rambling...

Okay, so who is Bob Root? I grew up in Portland Oregon, graduated with a degree in Aeronautical Engineering from Oregon State, and went to work for Boeing Seattle in 1960. I came to Southern California in September 1974 to work for Northrop. My career was spent in advanced design and new business development. I accepted an early retirement offer in 1995 and worked as a consultant for five years and also started my own handyman business until full retirement in 2002 when I turned 65.

I have been interested in airplanes since I was 3. I started building stick model airplanes about age 9, and successful flying ones since about age 12. I have flown competition free flight, control line, and radio control. I built my first radio (single channel escapment) from plans in Model Airplane News in 1953. After moving to Seattle, I continued to fly control line, free flight, and single channel radio.

In 1967 I got my first multi channel radio similar to what we fly today. Of course, the radios are much cheaper and, more reliable and have many more features these days. In 1969 I started pylon racing in the Formula 1, FAI, and Formula 2 classes. I raced in the Seattle area, the 1972 Nat's in Chicago, the 1973 Nat's in Oshkosh, and races throughout Oregon, Washington, California and Mexico. I had several construction articles including two racers published in the old American Aircraft Modeler magazine.

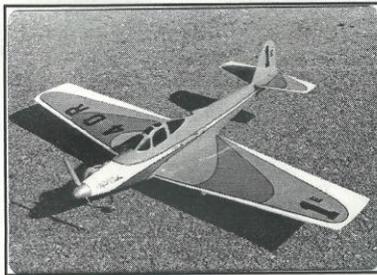


When I moved to California I started racing .15 powered Quarter Midget racers as well as Formula 1. I

designed and sold kits for a quarter midget P-63 King Cobra, and a Formula 1 Stinger. This activity resulted in winning the southern California quarter midget championship several years and the 1979 National Form 1 championship race in Las Vegas. I had not flown competition since the early 80's until the scale contest I competed in up in Oregon (see the August 2014 Comets newsletter). I now enjoy designing, building, and flying radio control sport, scale, and fun aerobatic airplanes. I am also trying my hand at a few scale contests. If anyone is interested scale competition I would be glad to help.



From the Scrap Book

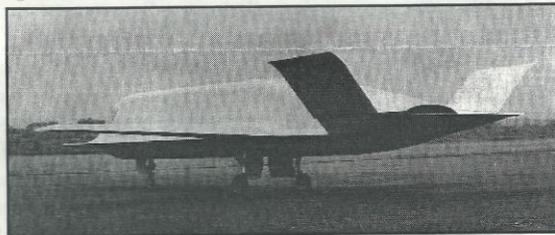
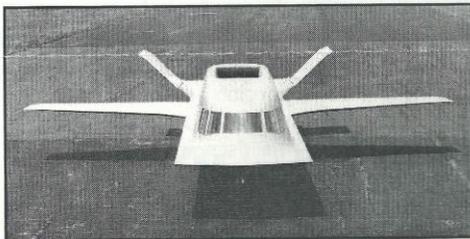


The picture is a Lil Cobra that I designed and raced from 1975 thru 1979 in the Quarter Midget class that was popular then. It had a Cox .15, 300 sq. in. of area and weighed three lb. It had a fiberglass fuselage and foam core wings. I manufactured and sold probably 200 kits out of my garage during that time. Measured speed was about 120 mph at the speed trials conducted at Sepulveda Basin.

Stability is good, control is essential and up is blue even when it's down.

Below, an unusual Northrop research airplane. It is now in the Air Force Museum in Dayton Ohio. The technology developed was for use on the B-2.

Stability is good, but this airplane used a computer instead.



The Comets Christmas party was great this year. If you weren't there it was your loss.

Have a great New Year.

Bob Root

Comets Meeting Minutes December 18, 2014

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

- 7:00 pm

Treasurer`s Report: (T.J. Moran)

- T.J. did a quick review of the Treasurer`s Report on the whiteboard displayed for everyone to see. Everything is looking good as we had a positive income for last month, mostly due to membership renewals.

Safety Officer`s Report: (George Lanquist)

Park Liaison Report: (John Dugan)

- No safety Officer or Park Liaison Report for this meeting.

New Business:

- T.J. & Alastair Brennan reported that the runway is holding up pretty well.
- Club President, Alastair Brennan thanked everyone for their participation and help with club activities.
- Alastair was thanked for his service as President for two years.
- As outgoing President, Alastair introduced & welcomed the new President, Dave Fishman. Alastair will take over as Secretary from outgoing Secretary, Lynn Breedlove. T.J. will remain as Treasurer and Dale Nash will remain as VP.

MISC:

- This meeting is our annual “pot luck” Christmas Dinner. Thank you Dale & Marilyn Nash for setting up and decorating our meeting room to look Christmasy. As usual it looked very festive.
- A lot of food and desserts were brought in by everyone attending. The food was very good and we had a great dinner & good conversation.

Raffle:

- We had our annual Christmas raffle. Names were drawn for raffle prizes from the attendance can. As usual Dale provided some very nice prizes. (only bad part was I didn`t win one)

Meeting adjourned at:

- 7:05 pm – time to eat!

Respectfully submitted:

Lynn Breedlove

Random Thots :-)

A few weeks ago Lynn Breedlove wandered by our hangar at the airport and asked about the quarter scale Cub that had been mostly in the way for the last few years. I had not had time to do much with it and it had sat around so long the poor OS Gemini 1.20 twin had rusted. I was happy to see it go to a good home and so a deal was struck and he took it home with him.

First order of business for Lynn was to see if the engine was salvageable. I'd bought a few parts and of course those went with the deal. He sent the engine off to OS with the parts and they did some work on the engine and returned it. They were not too forthcoming about what they'd actually done with the engine and didn't even say if that had run it. He bolted it back onto the airplane and contacted me. He kept calling me the expert. Hmm, yeah.

So we got together at his place to run the thing and see if it would start, run, idle... do all those model engine things. We tried to start it but didn't get it running on that first attempt. After getting new starting batteries, our second attempt went better. It turned out to be quite a bit of work to get the thing running. With fresh OS Type F glow plugs, it started OK but it was real erratic and didn't want to idle. It seemed awfully rich and slobbery on the right cylinder too.

Suspecting an air leak from ancient, deteriorating tubing inside the fuel tank, we finally pulled the tank out and found the most amazing collection of black gunk floating in the fuel in there that you could imagine. We dumped the tank and tried to clean it out, but the stuff stuck to the inside of the tank would not wash out, even with acetone. Fortunately, Lynn had a new tank so we plumbed it in and flushed out the carburetor, and it ran a lot better, but still very wet on the right side, still a bit erratic and unstable.

We checked the valve timing (pretty easy, maybe I'll write that up later). It was fine and the valve clearances felt OK without actually getting the feeler gages out.

So here's where I became an Expert. OK, lucky. Hey, lucky is better than good any day. I oughta know.

The rich right cylinder made me wonder if the left cylinder was too lean, and getting the engine rich enough to run at all left the right side too rich. So. What makes an engine too lean? In my sordid past I'd had aircraft engines get that way when they had a leak in the intake system someplace, so we checked the gland nuts that hold and seal the intake pipes. All 4 were loose. (great work, OS...) So snugged them down and it ran a WHOLE BUNCH better. Still real rich on the right side, but very runnable, and the idle and high speed mixtures came right into line. Now it has that soft, buttery idle it had when it was new, seems to rev well at full throttle and doesn't load up. And Connie's hot chocolate was sublime.

Lynn and I think the engine is ready to fly, so now Lynn's job is to be the expert on that computer radio he installed in the airplane and get that all set up. It's a complete mystery to me. Maybe we fly in a couple of weeks? Look out.

Another Mystery Plane

This photo wasn't taken at Santa Paula Airport, but it sure looks like the airplane in the south tiedown area there. And there is the fuselage of another, with the wings and tail surfaces in a hangar. Not many of these things knocking around, and we have two of them, go figure. So... do you know what this thing is?

Jerry Deanda





AMA Charter Club #173

**Ventura County Comets
P.O. Box 333
Ojai CA 93024-0333**