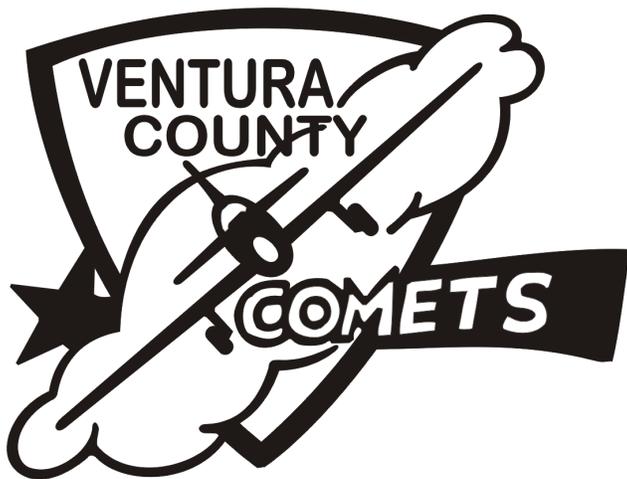


The Comets Tail



January
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, January 21, 2016 7:30 PM

At the Oak View Community Center

Upcoming Events:

Jan 31 Fun Fly & Swap
Meet – Valley Flyers
Apollo Field

Feb 13 Fun Scale Event -
Valley Flyers



Pres Sez:

Happy New Year!

I hope everybody had a great New Years! Are you making any resolutions? My
New Year's resolutions will be to crash less, and build more!

We had a great Christmas party last month! It was a pot-luck affair and the food
was fantastic! Many thanks to Marilyn and Dale for organizing and setting up
the dinner party and running the best raffle ever held in the Ojai Valley. I would
also like to thank everyone for bringing food from their favorite family recipes!
Don't worry- tell Grandma we won't give away her secret recipes.



Christmas Party

I don't know if you've heard, but the Santa Barbara Radio Control Modelers lost their field at San Lucas Ranch. The story goes something like this: The owner of the ranch asked the club to vacate the property sometime in January of 2016 because of safety concerns about spectators parking on the side of highway 154 to watch the RC airplanes fly. The SBRCM's gave the Comets five tables 4'x4', and a garden tractor and a trailer to tow it on. We are very thankful for their gift. The SBRCM's are looking for a new field and we wish them good luck. Thanks to TJ and Lynn for picking up the tables and lawn tractor.

Did anybody go to the AMA Expo? The Expo was held at the Ontario Convention Center. I attended all three days of the Expo. On Friday I volunteered at a Family Make-and-Take hosted by the Flite Test guys and gals. Flite Test provided laser-cut sheet foam hand-toss airplane kits that we helped the families hot-glue the pieces together. It was a lot of fun. The kids were really excited to be able to fly their planes right there, right away.

On Saturday I attended an AMA General Meeting and attended an AMA District X and XI (10 and 11) meeting. Both meetings were informative and explained a bit about the goings-on in the AMA, and some of the different programs and grants available to clubs like us. One of the programs/grants that caught my eye is called, "Take-Off and Grow" (TAG). Take-Off and Grow is intended primarily to indoctrinate and welcome the general public to our hobby, by providing a one-day extensive introduction of model aviation with the intent of drawing new people into our hobby. If a club is selected to receive a TAG Model Aviation Day grant, the AMA will provide up to \$1000 to use to set up our program. At the end of the event, items purchased are the club's to keep as AMA's way of saying, "thanks for helping out." If we want to grow our club, this might be a way to go. If you have any thoughts or ideas concerning this opportunity, please let me know. Here is a link to more info about the TAG program: <http://amaflightschool.org/sites/default/files/TAGProgramIntroLetter.pdf>

On Sunday, the last day of the Expo, I listened to a talk given by Mike Gibson, he is the representative with the FAA that is the liaison to the AMA concerning Unmanned Aerial Vehicles (UAV's). As you probably know, we have to register with the FAA to be able to fly legally. I think most of what he said was "filler material". Some members of the audience asked some very good questions and it was fun watching the FAA guy squirming and trying to answer the questions.

One thing to keep in mind is the AMA is constantly working with the FAA to improve this situation and information is changing from one minute to the next.

As of January 12, what we know is this:

- Any model that is operated from a ground control station (transmitter) that weighs from .55lbs. to 55 lbs. is subject to registration.
- You only have to register yourself, not each individual model aircraft.
- If you register before January 21, you will be refunded the \$5 registration fee.

- Last day to register is February 19, after February 19, if the FAA catches you flying, without having registered, you can be subject to Federal violations and fines.

The text below was taken from the AMA website on January 12, 2016:

As you know, we have been working with our legal counsel and the FAA to find a solution for our members on the registration rule. To date, FAA has agreed in principle to several proposed initiatives that will help ease this process for our members. Specifically, they are:

AMA and the FAA are working to streamline the registration process for AMA members whereby those who register with the FAA will be able to use their AMA number as the primary identification on their model aircraft, as opposed to adding a new federal registration number.

In addition, AMA members' federal registration will automatically renew provided membership remains active and current. We are working with FAA in negotiating the renewal fee, but in any case it is envisioned the renewal process will be provided as a member benefit.

In the future, federal registration will automatically be accomplished upon joining the AMA, eliminating the need to register with both AMA and the FAA.

These initiatives are a step in the right direction. However, we want to emphasize that this is not the end of our efforts to protect AMA members from this overreaching regulation. We are continuing to explore all legal and political options available, but these conversations may take time and a definitive solution is unlikely before the February 19 registration deadline.

Currently, registration is free of charge until January 19. If you would like to take advantage of this free period, you may want to register before that day. But please note that you have until February 19 to register in order to avoid violating the federal rule.

Thank you for your patience as we work to find the best path forward on registration. We are committed to doing everything possible to protect our hobby and ensure that future generations have the opportunity to fly. –Rich Hansen, AMA Government regulations

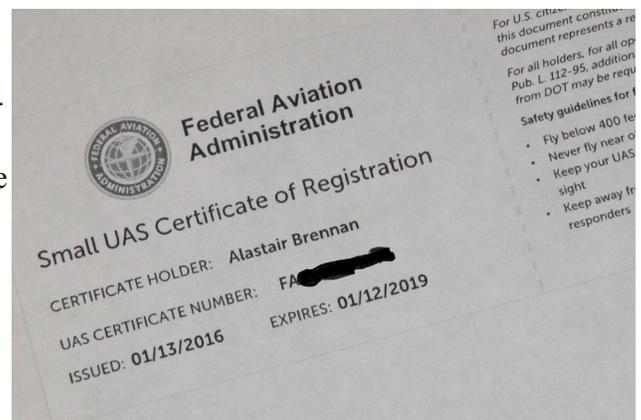
Last, but not least, some of us have been asking about T-shirts and sweatshirts with the Comets logo on them. We don't have anything left and will have to order more. We will bring this issue up at the next meeting.

See you at the field!

-Dave

I signed up on the FAA site...when you do have your credit card handy. We'll see if I get my 5-bucks back. And they email you certificate which looks a lot like this. Note that currently it is only good for three years. Now I guess I have to scrawl the 10-digits on my planes. This isn't going to improve the look of my stuff.

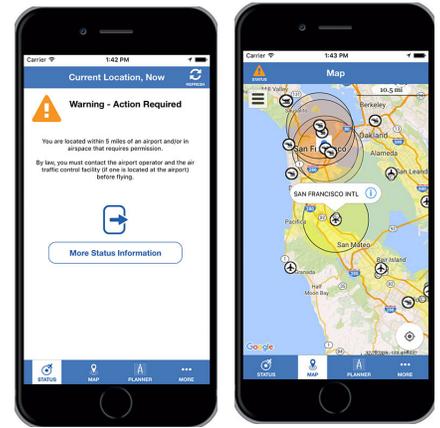
Last day to register free is January 20.



As we are speaking of drones the FAA has a smart phone app, they call it B4UFLY. It is available for iOS (Apple) as a free download and Android users can get it via the Google play store and participate in a beta test. Key features of app are:

- Status indicator to inform the operator about the current or planned location.
- A “Planner Mode” for future flights in different locations
- Informative, interactive maps with filtering options

More info here: <https://www.faa.gov/uas/b4ufly/>. It uses your phone’s GPS to let you know if it is OK to fly, or if you are in a no fly zone.



-Ed

Meeting Minutes

The Christmas party pot-luck meeting was called to order by President Dave at 7:06

The minutes were approved. The Treasurer reported that “money’s good”. we ended the year with 83 members (76 paid and 7 lifetime). He continued that 30 members have paid for 2016, so if you have not pay up.

We were missing our Safety Officer and Park Liaison, so there was no report

George Boston took the floor for a quick acknowledgment to all that helped throughout the year. And I’ll say that again: Thanks to those club members, that mowed weeds, fixed the shade roof and runway, and did the many upkeep that keeps the club

Meeting adjourned at 7:09 and the dinner party started

-Alastair

Root’s Rambling

The AMA’s Ontario convention took place last weekend. I spent all three days there. I entered my 1/5 scale Spitfire in the static judging and had a table at the swap meet on Saturday and Sunday. Picture 1 shows my car loaded up for the trip to Ontario. I took 14 models and was able to sell 11 of them plus engines, tanks, and miscellaneous stuff. I was successful in my effort to clean out the shop.



Pict 1

The static military winner was the 1/9 scale B-24 shown in picture 2 and 3. It was built by Don Madison with a span of 12 feet.



Pict 2



Pict 3

Second in military is the Douglas Dauntless built from Jerry Bates plans shown in picture 4. This model was built by Dick Mathews. Third place in military went to the 1/6 scale Sopwith Snipe 7-F1 shown in picture 5. This model was built from a CD Scale Designs kit by Bill Arbanas.



Pict 4



Pict 5

The winner of the civil aircraft category was the Fairchild FC-2 built from scratch by Lawrence Klingberg and shown in picture 6. Second place in civil went to the Staggerwing Beachcraft G17s in picture 7. Jim Markham built this 77 inch span model from a Byron Originals kit.



Pict 6



Pict 7

Pictures 8 and 9 show my 90 inch wing span Supermarine Spitfire MK-14 and a nice P-39 with an 80 inch span.



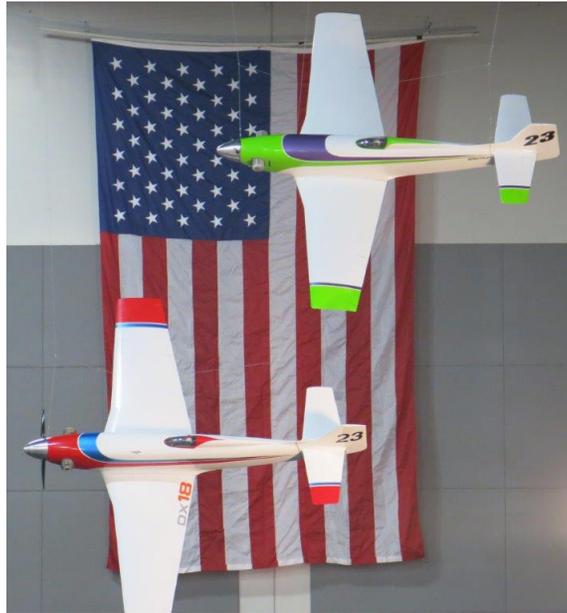
Pict 8



Pict 9

Some of the interesting models which were hanging in the convention center are shown in the following pictures. My final picture shows two large racing mustangs in front of our flag. It looks like we have a race!





-Bob

Randumb Thots :-)

Here's hoping y'all made it to the AMA Show in Ontario this past weekend. I was there Sunday and saw Dave Fishman and Bob Root wandering around. Bob's Spitfire was on display and it looked great there.

I was sure this would be the AMA Quadcopter and Other Kinds Of Drones Show, but was pleasantly surprised to see plenty of fixed-wing modeling represented. Of course it's just about all R/C but I did see some free-flight and even u-control models here and there. Lots and lots of foam these days.

The photo shows the swoopiest model biplane I've ever seen, this one an EDF-powered thing offered by Banana R/C. It made me wonder if I'd been taken in. Someone told me the word gullible is not in the dictionary, and I believe him. Hm. But yeah, it's been available since 2011. I figured I'da called it the Viperbipe (man, lots of companies get a lot of mileage from that Viper shape.) It said Tomahawk on the tail, and remembering the Piper Tomahawk, I thought it was a terribly unfortunate name for the model. Turns out, Tomahawk is the manufacturer and they call it a Quantum EDF. The model looks like it would actually be extra draggy with the top wing just sort of kluged to the top of the fuselage and the two wings so close together and not staggered, but there ya are.



So, that got me wondering... what IS the fastest biplane in the world? Turns out, it's not quite as simple as a Google search. Google came up with the Fiat CR.42D aka CR.42DB of WWII fame, and there was only one of that exact airplane. They hung a 1200 horsepower Daimler-Benz DB 601 (same motor as the Bf-109, among others) on a CR.42 Falco biplane fighter, which hauled it along at 328 mph. What makes it confusing is that they called the airplane a sesquiplane, and the exact definition of a sesquiplane can be a little foggy. Webster's gives the definition I'd heard before, where one wing is less than half the area of the other, but other definitions just say one wing is significantly smaller than the other, or one wing is significantly shorter than the other. How significant is "significantly"? Beyond that, I can't find info on the areas of the separate wings on that Fiat, so I'm still in a bit of a fog. I've not been able to find any info on the fastest 'true' biplane either, if there even is any info like that. Is there a biplane class of any kind among all those FAI classes? Oh well, until I know better, the Fiat will do fine.

My first thought was that the fastest biplane might just be one of the Reno airplanes in the Racing Biplane class. Although they're fairly low horsepower, they are very, very clean for biplanes. But still, isn't "racing biplane" an oxymoron?

Fly Safe!

Jerry

For Sale: Quaker

Includes O.S. FS-70S II, and standard Futaba S3004 servos. Just needs a receiver and battery and it is ready to go flying.

\$300

Contact Ryan: rjkraai@verizon.net, 805-910-6657.

