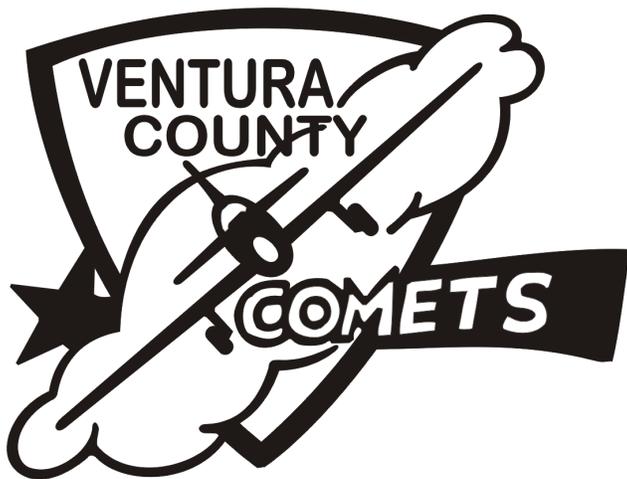


The Comets Tail



**July
2015**

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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
Lair, in Camarillo, CA.

Editorial contributions are welcome.

Next Meeting:
Thursday, July 16, 2015 7:30 PM
At the Oak View Community Center

Upcoming Events:

July 25 Warbird day, swap
meet and BBQ @ Comets
Field

Aug 15-16 Camarillo
Airshow

Aug 15-16 Santa Maria
fun fly and swap meet

Pres Sez:

Hi Comets,

Well the Summer is already here! That last heat wave was pretty hot, and the days are nice
and long.

Last month we had our dinner meeting. Good pizza, good sandwiches, good times.
Thanks to George B., Bob and myself for picking up the food and drinks.

Coming up this July 25, we are holding our annual Warbird Fun Fly, swap meet and BBQ.
Don't miss out on the fun. Mike and Steve will cook it up for us.

On a warm and breezy Saturday, June 20th, I visited the Simi Valley Flyers Field for
their 40th Anniversary Open House. There were lots of people there and there were even
more planes. I brought my dad, Mike, out for the morning with me. So far, he only flies a

simulator. Mike loves to watch the planes fly and chat with just about anybody. We met lots of interesting people that day,
all with a similar passion -to get together and do what we love to do.

One of the neatest, and most interesting planes I saw that day was a Martian Space Ship. It was built by Bill Watson. The
Space Ship was built up from balsa and carbon fiber. The length is 74 inches. It weighs 69 ounces or 4.3 pounds. She is
powered by a 4 cell 3300 mah battery and a 600kv brushless motor.

When I first saw it fly, I didn't understand what I was looking at. It took me about 10 seconds to realize I was seeing a Blimp/bomb shaped object with no wings actually flying through the air. It actually flew pretty good, doing loops and rolls and stuff.



Roy Clough designed the first Martian spaceship in 1954 for free flight. Skipp Ruff redesigned the space ship for RC flight in 1991. You can find plans for it online.

Dave

Meeting Minutes:

The evening started early with our mid-year dinner. The dinner started at 7. We had 21 members enjoying sandwiches, pizza and drinks. And then...

The meeting was called to order at 7:30 by President Dave. As mentioned we had 21 in attendance.

The minutes from last month were approved as was the Treasure's report. We put a couple dollars in the bank thanks to last month's auction. The Treasure stated that he will pen a "Thank you" letter to the ex-Comet that donated all the bits and bobs.

Currently we have 78 members.

The Safety Officer gave the all clear and had nothing to report - This is a good thing.

The Park Liaison was not in attendance but President Dave called him to make sure all is well and it was.

New Business

The weekend's Quaker Day was discussed and all seems to be ready. We will continue to give away a \$20 prize to the one that can drop a balloon closest to the mark.

The next event at our field will be the Warbird day on the 25th of July. The BBQ brothers have tentatively signed on to take care of the grilled grub.

Model of the month: Peter Perry brought a Bush Hawk XP from Top Notch Models; it is a scale model of a bush plane. It started as a kit, actually one of the kits that was auctioned off last month. It is electric powered and Peter added lights.

The meeting ended with the “free” meeting-attendee raffle. And some people won some nice stuff. Thanks to Sandy for moderating this.

The meeting adjourned at 8:00

- Alastair Brennan



Quaker Day and Balloon Drop

On Father’s Day, the 21st of June, the annual Quaker Fun Fly and Water Balloon Drop was held. The turnout was not the best, but given that it was a Sunday and Father’s Day to boot, getting 9 of our members to participate wasn’t too bad.



The Water Balloon Drop was not limited to Quakers, and there were a number of other contestants flying gas and electrics of different types. During the preflight review of the rules, it was stated that each flier would be limited to five drops, and that all eligible balloon drops had to be higher than the wind sock located off the entryway to the runway. Javier Garcia, one of our more colorful contestants sarcastically commented, “why did we make it so tough”. It should be noted that Javier finally hit the runway, one out of five tries before the event came to an end!



Chaos seemed to be the order of the day with as many as 5 planes in the air at one time, guys taking off, and other trying to land, with balloon drops going off one after another. Fortunately, with the exception of Les McCormich stalling and crashing his Cub, there were no major incidents.

As with past years, this year event was a hotly contested with drops measuring 230", 242", 270", etc, etc, from the bull's eye. Then some of the fliers started zeroing in, and we had scores of 151", 123", 115", and 101". Then George Boston (I love writing in the 3rd person), got hot and put one in at 36", the winning score.

Some contestants were overheard grumbling that the event was rigged and we should have different rules. So next year we are thinking that there will be two winning scores. One for closest to the bull's eye, and the other for the lowest cumulative score for all 5 drops. Hopefully this will appease those that can't get very close to the target. Seriously, it was a lot of fun and everybody had a good time with their share of comments and ribbing.

Thanks to TJ for dropping of a cooler of cold drinks left over from the Thursday night dinner. It was a hot and somewhat windy day, and those cold drinks were GREAT. Also thanks to Alastair for serving as our official scorer. For those of you that couldn't make to this years event, it's only 12 months away from doing this all over again. So get practicing, it will be here before you know it.



What's going on here? Is this some sort of bribe?!?!?

- Text: George Boston / Photos: R.Scott, A.Brennan

Randumb Thots :-)

A little more about my first radio... and some other stuff

That old PCS had a transmitter in a big, folded-up, gold anodized, aluminum box. It was interesting that if you were holding the thing, you became part of the antenna. I had an old rectangular output meter on the front face, right at the top where you could see it while you were flying. Turn on the transmitter with the antenna removed and set the transmitter on the bench and the meter swung to the right a little. Put the antenna on and it went up a little more. Extend the antenna and it went up quite a bit more. Pick it up in one hand and you get some more... and with two hands it was up pretty high. Press it against your belly and it was almost full scale.

That same meter became the ammeter when you were charging the batteries. The antenna screwed onto a big connector on top and you were supposed to do a range check before the first flight every day. You'd remove the antenna, turn on the big toggle switch in the middle of the face, turn on the receiver and start wiggling controls as you back away from the airplane. I think about 20 or 30 feet was a pretty good range check in those days. If it was short, you needed to find out why... maybe your receiver antenna wasn't routed very well.

The white airplane taking off in the photo was my Digester. I didn't build it, but I sure got a lot of mileage out of it. Power was from an old rear-rotor Supertigre .60 and the airplane had plenty of room for that big ol' radio. You can just kind of glimpse the transmitter in my hands, and that goofy-looking bent antenna, complete with the yellow frequency flag on the tip, and the yellow frequency control pin nearer me... 27.145MHz.

I probably had soloed by the time this picture was shot, and Gene Ceriale taught me to fly when we were in the Santa Barbara R/C Modelers, there at More Mesa between Santa Barbara and Goleta. This should have been along about, oh, 1972 or 1973.



The little red and yellow biplane was my second R/C model, a Rumpsteadt. (the Rump for short...) I built it from R/C Modeler plans, one of several that were built by club members around that time. It used two foamie wings from a Ranger 42 kit (Ace R/C sold the wings separately) and had an ancient Fox .23 for power. Getting three of those big aluminum box servos in there was a project, and I had to screw them to the fuselage sides. I even got that 500mAh battery in. You can just see the black "radiator" scoop under the chin... I had to add that to get the receiver to fit in. The cowl looks like a beer can, which is what it was made from. I liked the Budweiser label, so I just left it. The model was heavy, but it flew OK and I had a lot of fun with it. And I cannot for the life of me remember what finally became of it.

- Jerry Deanda

...and finally:

Is anyone interested in seeing what else is happening at other clubs? Check your R/C calendar that Ron Scott has put together for us. Here's a few events that are close:

July 19 - Fun fly at Camarillo flying Circus

August 15 and 16 - Fun fly and swap meet in Santa Maria, (Tri-Valley RC, www.trivalleyrcmodelers.com). There will be FREE (no hookup) camping at the field. We will be fixing hot dogs, with chips and sodas Saturday noon. During the Swap meet, on Saturday morning, there will be a youth fly event.

August 15 - Valley Flyers (San Fernando Valley), fun fly and swap meet at the Apollo Field (valleyflyers.com)

Quaker Day2016? What say we do it again next June?

