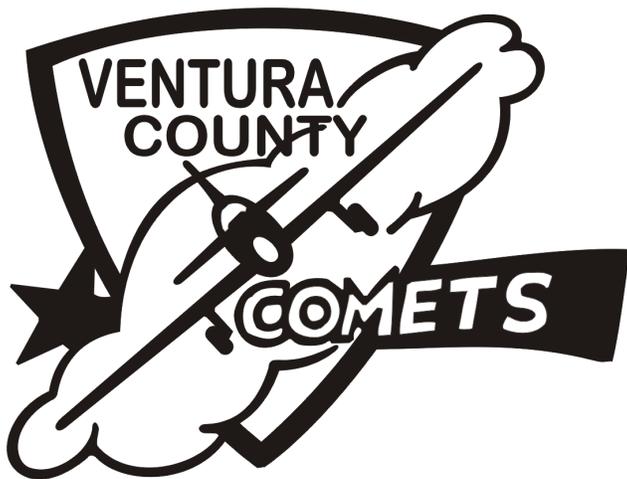


The Comets Tail



**June
2015**

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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, June 18, 2015 7:00 PM
At the Oak View Community Center**

**Upcoming
Events:**



Jun 21 - Quaker Day and
Balloon drop

July 25 Warbird day, swap
meet and BBQ

Pres Sez:

Did you make it to the last meeting? We had an auction to raise money for the club-and we did! We raised \$729! Many thanks to past Comets member Mike Ledbetter. Mike donated a whole bunch of RC stuff, airplanes, helicopters, spare parts, you name it. I think there might have been a kitchen sink in there too! T.J. coordinated the auction, served as auctioneer, and did a fine job. Many of us walked away with a handful of projects that will keep ourselves busy for a while.

June Dinner- Don't miss the next meeting! June 18th we have our annual dinner meeting. We will gorge ourselves on pizza, sandwiches, and soda, and then we'll take care of RC Airplane club funny-business. The meeting starts

at 7:00 instead of the usual time.

Quaker Fun Fly and balloon drop Sunday, June 21! Don't miss the exciting Quaker Fun Fly and balloon Drop. The non stop action will be taking place all morning! Don't miss out. Fine tune that drop-release mechanism and join in! BYOB- bring your own balloons!

Here's another reason to go flying on the weekends: You might get a free lunch out of it! Last Saturday, Marina, Leo's wife brought enough food and drinks for almost 20 people! The food was fantastic! Thanks Marina!



Here's a picture of my Vulcan 3D Flat Foamy EPP profile 3D airplane, which I've been having a lot of fun flying. It's my first 3D airplane. I thought it would be more squirly and hard to handle, but it's not bad. I'm looking forward to flying more 3D stuff. I painted the flames on it with the help of a stencil that one of my artistic friends helped me make.

Many thanks to TJ and Jim Polk for repairing the runway. The piece they repaired was pretty big, 15' x 17'. It sounds like we are helping to keep the Blackjack Roofing Glue company in business, they used about 7 or 8 gallons of the stuff to attach the repaired section down. Thanks a lot TJ and Jim!

I'll see you at the Field!

Dave



Meeting Minutes:

The meeting was called to order by President Dave at 7:30. There were 21 member and a guest; Mel from Australia

The May Minutes were approved and the Treasurer reported we have currently 77 members. Additionally the club made a couple bucks on the non-float-fly bbq.

The Safety officer had no unusual activities to report.

Our Lake Liaison was not in attendance.

New business

Joe H brought up the "AMA Field Assistance" program and has taken the action to look into it and report back to the group

The lack of float fly was mentioned quickly and a club member brought up moving the float fly site to another area of the lake. TJ will talk to J. Dugan (Lake Liason) about moving to the other area.

The field does needs the sun shade needs re-roofed - members TJ and Joe H are working on it.

The mid-year dinner meeting is next month and preparations were made for food and drink.

The meeting ended with an auction; which TJ ran very efficiently. As a reminder a club member has given up the hobby and donated all the planes, tools, equipment, etc. to the Comets.

The meeting ended at 8:55 after the auction.

- Alastair Brennan



Auction Items



Root's Ramblings:

This month I have a few pictures of club member's new models and activities. The pictures below show John Dugan and his built-from-a-kit Astro Hog Biplane powered by an OS91 four cycle engine (I think). John wanted to build a biplane and here it is. It looks good and flies well.



Berny Hammer built the swept wing model shown in the following pictures for his son Bo. It looks strange but flies great. I don't remember where they got the plans.



An ARF sold by Tower Hobbies, designed for the Quickie 500 racing class, is flown by several of the members who fly on Tuesday. This model is called the Viking normally powered by a 0.40 cu. in. engine. It is reasonably priced and flies very well. Many years ago I was very active in model racing. As the three guys kept increasing their speeds with engines and props I couldn't resist - I needed one. The Quickie 500 racing class was started by a group in Bakersfield CA in about 1970. A fellow by the name of Glen Spickler designed and kitted a popular model (and I think started the class). A couple of years ago a friend of mine gave me an old Spickler kit which he never got around to building. It is a simple model to build and it didn't take long to finish. The picture to the right shows me with this new model.



I utilized a New OS .046AX which produced a very nose heavy model. This old model was designed for a light weight .40 cu. in. engine. In the 70's we didn't use a muffler. Any way I put a battery box as far back in the fuselage as would fit and added 1 ¾ oz. lead as far back in the fuselage as would fit and I was ready to fly. We checked the Viking models the others were using and found that they are designed with the engine 1 inch closer to the wing. The old Spickler design also has a fuselage which is ½ inch wider, but otherwise the models are designed to the same rules.

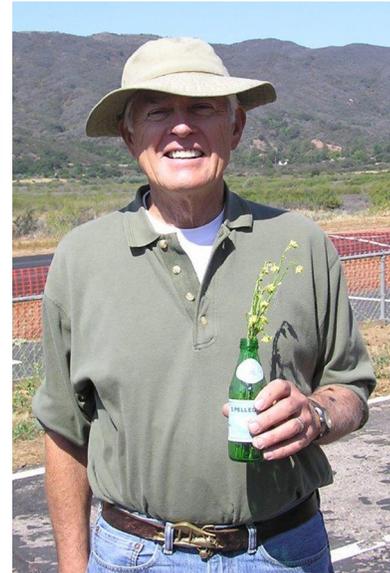
Now there are four of us with racers so the natural thing is to have a race. The first championship race was held Tuesday June 1st. Okay it's a fun thing. We defined where the imaginary pylons were located, took off separately, and turned when the other guy got ahead (lots of fun!). We also decided that there were actually four events based on the engine used. Bo Hammer has a Jett 0.46 cu. in. engine running at 18,000 RPM. TJ Moran uses a Jett 0.50 also turning 18,000 RPM. Tom Wolf uses an OS 0.46FX ringed engine running just under 16,000RPM. My OS0.46AX (no ring) is now turning 16,000RPM with an APC 8.8 dia., 9.5 pitch prop. Tom is using 10 % Nitro fuel. The rest of us are using 15 %. Our big race resulted in Tom and I racing together (evenly matched), TJ flying high to get the feel of racing (and staying out of the way), and Bo had a lean run so he coasted around at half throttle. I used a 9.25 pitch on this first race. Tom and I flew a second heat and with the 9.5 pitch my plane was a little faster. I spent a lot of time racing in the 70's and I think it showed in little more consistent flight path. It was decided by the spectators that each of us won our respective engine class and I was awarded the overall championship trophy. We had so much fun we plan on a monthly race the first Tuesday.



Some of the racing activity.



The competitors



*The Victor
championship trophy supplied
by John Dugan*

Anyone interested should come out and join the fun. We might even have a weekend race.

Lost and Found

Anyone recognize this??? Did you loose one recently? If so, email/call Alastair and tell him where you lost it and you can have it back. Contact info is on the first page.



Scenes from the flying field

I routinely get hounded by a couple folks from the peanut gallery about my old transmitters. Some of the better quotes: “I think you are the only one with a working one of those”, “Is it coal-powered?”...Ok I get it, I’m one of the few guys left still flying 72Mhz, well if it ain’t broke... Then I come across this transmitter recently at the filed (see picture). Green and white flags - Remember this? And coincidentally green and white was my go-to frequency when I started flying as this was a less popular frequency at the Comets. The flags on this transmitter where really just for looks or showing wind direction or maybe to identify his transmitter from all the Hitec “Optics” in the club.



From old tech to new tech: Chris and Jesus working out a formation takeoff with their their latest hi-tech, camera and gimbal-equipped models. It takes all kinds at the Comets’ field.

- AB

