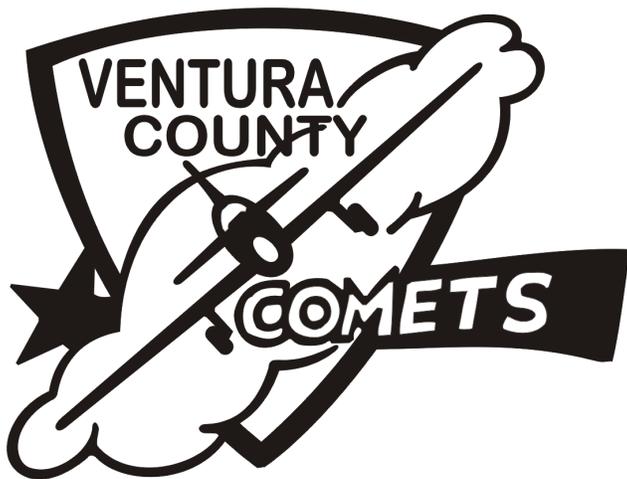


The Comets Tail



**June
2016**

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Lair, in Camarillo, CA.

Editorial contributions are welcome

Next Meeting:

Thursday, June 16, 2016 7:00 PM

At the Oak View Community Center

Upcoming
Events:



Jun 19 - Quaker Day and
Balloon drop

July 23 Warbird day, swap
meet and BBQ

Pres Sez:

Don't miss the next meeting starting at 7:00! It's our annual June free pizza and sandwich, plus free raffle night! That's right folks, The club is buying us all dinner. Plus, we'll have a free raffle from all those meetings you attended where you put your name on a yellow raffle ticket and put it in the coffee can when you signed in. Don't forget, we start the dinner at 7 PM so we can chow down before the meeting starts at 7:30. Be there!

On May 21, we had our Small gas and electric fun-fly. Guess what happened? We had fun- again! There was an average-sized crowd of flyer's out at the field that day. Even though it was a holiday weekend, the foot traffic around the field was kinda light. Many thanks to Mike and Steve Steinmetz for grilling up hot dogs

and hamburgers for us and bringing all the fix-ins! These two guys, Mike and Steve, do practically all the work for these BBQs. They shop for the food, cook the food and clean up for us.

Thanks to all who attended!

Our Forth of July parade float preparations are coming right along. On Saturday, June 4th we had a work party to build stands that will hold some planes on the float. Thanks to Steve Billings, Dave Berthiaume, Alastair Brennan, Greg Nowland, and myself, for working together like a fine tuned machine. In 3.5 hours we welded, drilled, sawed, screwed, and primered four stands. Thanks gents!



See you at the field,

Dave

Meeting Minutes:

President Dave called the meeting to order at 7:33; 18 people were in attendance.

The minutes were approved. The Treasurer's report was that membership is up to 87 total (81 life's). Treasurer TJ brought up that he brought ALL the bits and pieces that were donated to the club by the family of the late George Boise; these were in the back of the room to bid on later.

Safety Officer said he had been managing LiPo compliance forms with TJ's help.

The Park Liaison was a no-show... Remember the club is looking for a replacement as John wants to step down.

The 4th of July parade-prep was brought up. President Dave is leading this and mentioned that he is looking for help to build the float pieces. TJ offered to help as did Greg Nowland. Greg suggested flying "microplanes" or small park flyers after the parade to gain more attention.

T-shirts (club wear) had not arrived yet, but were expected at the fun fly this weekend.

The June meeting...mainly the eating-portion of it was brought up. VP Dale (and Marilyn) offered to help with arrangements.

In other club news: The Chamberlain Ranch may be the new club site for the SB Radio Controlled Modelers. TJ and others did a few demo flights for the organizers and approval committee and the club got a 60-day provisional pass to fly.

Model of the month was brought by Leo. It is a Escapade, powered by a 30DLE.. Leo said it was, “A lot of work” to put together, as the fit of some of the pieces was not good. Although it is gas-powered the Escapade uses 3 batteries - 1) receiver, 2) ignition, 3) servos.

The meeting ended with the usual raffle.

Meeting adjourned at 8:20

- Alastair Brennan



...and another thing

Thanks again to the family of George Boise for donating George’s hobby equipment. The club had a great time going through the parts and tools



George Boise

...and another, another thing

Did you sign up for some club-logo-wear? If so bring money to the dinner-meeting on the 16th.

Small Gas and Electric Fun Fly - 2016

Pres Dave mentioned a bit of this in his summary, and here's a bit more - We had a swap meet to go with the fun fly (see picture below) - few parts and aircraft charged hands. And there was a bit of a circus act too. These four guys (below) brought some sort of Citabria/Beaver/Cub-looking thing.



Now I've flown goofier-looking things, but I never brought in three accomplices to help fly it. To back-up, the San Diego folks visited us again this year to do soem camping and flying. Led by "Captain Geb", they added three more receivers to this foamy airplane and bound (binded?) a transmitter to each receiver. Each receiver controlled one of the four channels. In other words:

Pilot 1: Throttle Pilot 2: Rudder
Pilot 3: Aileron Pilot 4: Elevator

Before the flight this was explained to me as well as the previous day's trials, "It took us 17 tries to get off the ground". Well the previous day's practice paid off as it took the team just two tries and the little plane was airborne. A couple minutes later my favorite quote of the flight was one of the pilots yelling "throttle" and the throttle man asked, "more or less". Unfortunately, during a loop attempt the wing separated from the fuse. You can picture the result. However with these guys, I'm betting they all ready have a replacement project in the works.

A couple more photos of other "acts" thanks to photographer Paul Borg



How about this "Blast From the Comets' Past": Long time, Comets member, Tom Faragher has an old "Real Thing" that has a very old OS .15 in it but nothing else (no radio gear). Tom was concerned that he may not get it into flying shape before the fun-fly. One concern was that Tom did not want to take the radio gear out of a current plane and luckily remembered a previous bit of his hobby history, Tom writes, "I have many planes

with complete radio systems but I didn't want to cannibalize one of them so I found some parts that I stripped out of a P-51 that my son found in the trash while he was delivering papers early one morning many years ago. I would have repaired the whole plane but because it was a 60 size with retracts and weighed about 10 pounds and would have flown like a brick so I stripped out the receiver and servos and retracts and put them into a cookie can and completely forgot about them until I thought about the "Real Thing" and how I could get it ready without stealing the receiver, battery, and servos from some other plane." The old OS 0.15 engine (the only thing mounted on the Real Thing, was stuck solid from old castor oil Tom was able to loosen it up by soaking the parts in fresh fuel and got it running to bring to the meet.



Moving on - The BBQ brothers put together a great lunch for the folks that showed up. Thanks to them for doing so.

Randumb Thots :-) ...or, *Jerry Flies A Grumman Tiger:*

No, not an F11F Grumman Tiger fighter jet (if only!) but the AA-5B Tiger, one of them there 180 horsepower low wing general aviation things.

A friend recently bought one "kind of" by accident and when I saw it in his hangar, I had to wander in and look. He seemed to appreciate my interest since it was his first Grumman and he didn't know a lot about it.

He let me get in the still-familiar pilot's seat and a lot of memories flooded into my tiny brain.

As a young, new airplane mechanic at Santa Paula Airport, I'd read all those magazine stories about the then-new and very slick, glued-aluminum Grumman line of lightplanes and how they were SO FAST. Reinforcing that was watching them land at Santa Paula and they always seemed to land fast and long, so I knew they were very hot, exotic, scary airplanes.

Flash forward a couple of years and another job later when I was sent to Santa Monica Airport with two other pilots to pick up three new airplanes for the Executive Air fleet at Oxnard Airport. I don't recall if I knew what I was getting into, and somehow, I was given the job of flying this new Tiger back to Oxnard. All by myself. No checkout by an instructor.

"Oh well," I thought, "it's just an airplane, how scary can it be?" And I knew I was kidding myself, running on sheer bravado. Me, this 200-odd hour private pilot and the hottest thing I'd ever flown was a Beech Sundowner. (isn't that an unfortunate name for an airplane?)

Well, any A&P or private pilot can start a carbureted Lycoming so I strapped in, figured out how to close the canopy (a Real By Gosh Sliding Canopy!), lit the fuse, called ground control, taxied out (steering with the brakes...) and did a run-up. Got ready to go, took a deep breath, the tower cleared me for takeoff and when I pushed the throttle in, that thing just took off and left me sitting on the numbers, watching it go. It accelerated so fast, I actually remember pulling the throttle back a little as I went past the tower... looking DOWN at the tower! And then I thought "Aw come on, don't be such a wussy. That's not what a real fighter pilot would do... push that noise control to full loud, pull up and have fun." So I did. OK, it was just a 180 HP four seat airplane, but to this Cessna 172 pilot, this thing was a rocket. Besides, it was only hauling me and most of a load of fuel, and I was a bit smaller then.

So. I got out of Santa Monica's airspace and started wiggling controls and I discovered that the airplane handled beautifully. Responsive, pretty smooth, and the visibility out of those low-cut windows over the low wings was amazing.

But I was still wondering if I could land this very demanding airplane. I decided a couple of power off stalls would get me acquainted with the low end of the speed range so pulled the throttle back to Quiet and pulled up gently. A nice buffet, a stall horn, a smooth drop of the nose, no wing drop, and all at a much lower speed than I expected. Release the back pressure, add a spot of power and it flies away as nice as strawberry pie. Doing it with flaps wasn't much different and I found that this hot, scary airplane was actually more of a kiddie car. I think the stall speed with flaps was below 50 knots or something like that, very controllable, very predictable and very docile.

I did the old "approach to land at 1.3 times the stall speed in the landing configuration" thing for my approach speed and the landing at Oxnard was just a landing. No surprises, not scary and the airplane seemed to work right with me. Dang, first I was scared and then I thought I was going to be some kind of hero and here this airplane was just a sweetie. I guess I should have known...it did have an Approved Type Certificate after all.

I ended up flying the whole Grumman line of single engine lightplanes over the course of my couple of years at that job, even going to the factory in Savannah, Georgia to pick up a brandy new two-seater and bring it home. I learned that the book approach speeds for these little airplanes were pretty fast, maybe decided more by the Legal Department than by engineers or test pilots. I guess that explained those long landings at Santa Paula. Well, maybe they were pretty close for the two-seaters. Anyway, I thoroughly enjoyed flying those things, and working on them was pretty easy, too. We wondered why they didn't seem to find their niche in the general aviation scheme of things. Maybe, just maybe it had something to do with the lies about those cruise speeds. The Grumman WERE faster than other airplanes in their classes, but not by all that much.

Now, how do I get a ride in that Tiger...?

Fight Gravity!

Jerry Deanda