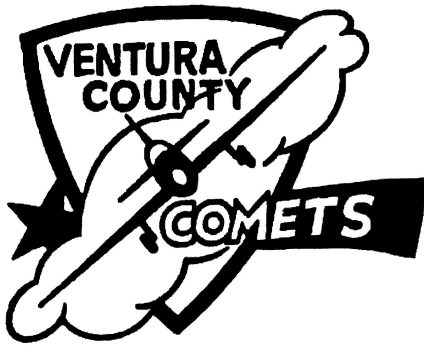


The Comets Tale

*The Official
Newsletter of the*



JUNE 2013

President	Alastair Brennan	(805) 388-0180
Vice President	Dale Nash	(805) 532-1433
Secretary	Lynn Breedlove	(805) 933-6647
Treasurer	TJ Moran	(805) 890-2217
Field Marshal/Safety	George Lanquist	(805) 646-5365
Webmaster	Don Sorensen	(805) 968-4288

dsorensen@tricounties.org

Comets' Tale Editor Jerry Deanda (805) 641-3730 deandamid@charter.net

Comets Website www.vccomets.com

Board of Directors

Alastair Brennan, George Lanquist, Dale Nash, Lynn Breedlove, TJ Moran

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 Plaza, somewhere in Ventura

Editorial contributions are welcome.

Next Meeting: Thursday, 19 June
7:00 PM at the Oak View Community Center
This is the Mid-Year Meeting! Pizza!
Sandwiches! Fabulous Prizes!

Coming Up!



Saturday, 22 June
Comets Quaker Fun Fly & Balloon
Drop

**Thursday, 18 July thru
Sunday, 21 July**
IMAC Flying Competition, at
Camarillo Condors Field

Saturday, 27 July
Comets Warbird Day,
BBQ & Swap Meet
\$10 Includes Lunch!

**Saturday & Sunday,
17 & 18 August**
Camarillo Airshow

First Sunday of each month
Open House at Santa Paula Airport

Prez Sez

You heard right: Pizza, sub sandwiches and sodas at the next meeting. We are starting this a little early so we can eat and have a meeting, so get there at 7.

Last meeting we continued to discuss the runway. I sent a proposal to the lake asking them to approve our idea for the runway covering. Not saying we are doing it. I want to see how the Lake feels about it. They will put us on the review committee's agenda. So I am looking for one maybe two members that could go to this. It is tentatively planned for the 1st of July at 9:30am. I expect to have a quick note about this at the meeting.

It's the beginning of summer and school is out. Which means there are more campers, kids and fishermen visiting the lake. So be wary of this. Look both ways before throttling up for takeoff and use a spotter or listen for *helpful* comments from the peanut gallery - Watch out for each other on the flight line. Be polite to the folks crossing or walking by the outside edges of the runway. Don't just yell "Move!!!" - They won't understand. And we may

pick up some new members from the folks that drop by to check out the action.

Had a group email us through the web site a few weeks ago asking if they can hang out and fly. I told them it was OK and a couple weekends ago met the guys (from San Diego area). Good group. We all had fun flying that day. One of the guys wrote back to tell me what a great field we had and what great hosts we were.

Big thank you to TJ and his work party for digging in the parking stops (telephone poles).

I hope to see a bunch of you at the meeting.

Alastair Brennan

Root's Rambling Part 3 of 3

(this might look a little familiar... it's a re-run from a few years back, really great stuff! And extra thanks to Bob R who sent the text to me a second time after I apparently deleted it somehow)

{Sand Point Naval Air Station, Seattle WA}

In 1950, the Korean conflict renewed base activity. In 1952, the Navy closed the base except for Naval Reserve activities. The 1953 Master Shore Development Plan for NAS Seattle estimated the physical plant value at \$70 million, and estimated the station size at 450 acres (picture 17). This is what the airport looked like in the mid 60's when we attended full scale and model air shows. In 1957 Seattle's Comprehensive Plan identified



Sand Point Station as a site for a major public park. The city stated that a general aviation airstrip was totally incompatible with Seattle's plan. In 1960 Seattle NAS was listed as having two paved runways two other abandoned runways. Runway 19 was listed as for light aircraft only. In 1966 the station population included 482 active duty, 1,471 reserve naval personnel, and 318 civilians. In 1967 Sand Point gained a Coast Guard Air Station, which was relocated from Port Angeles. The last photo which has been located showing NAS Seattle in operation was a 1968 aerial view (picture 18). It depicted 23 aircraft of various types on the

ramp, and a Fairchild R4Q on the runway.

In 1970 the Navy announced that it would retain a small portion of Naval Air Station Seattle and 347 acres would be declared surplus for other purposes. On June 30, 1970 the U.S. Navy deactivated the Naval Air Station, ended all flight operations, and renamed the base as Naval Support Activity - Seattle. Plans to convert part of the site to a general aviation airport



were defeated in a referendum. Picture 19 is an August 1974 aerial view looking north at the abandoned runways during the Gold Cup Hydroplane Race. The race was held in the waters adjacent to Sand Point, drawing an estimated attendance of 30,000-35,000. Event parking was held on the remaining airfield tarmac. In 1975, a total of 312 acres were declared surplus: 117 acres were transferred to the National Oceanic & Atmospheric Administration and 196 acres were transferred to the City of Seattle for Sand Point Park. Sand Point Park was dedicated in December 1975. In the late 1970s, demolition was conducted of runways, tarmac and taxiways, encompassing approximately 120 acres. Building 1, which had been built as Sand Point's first hangar in 1923, was demolished by NOAA in the 1970s or 1980s. In October 1986 the base was redesignated as Naval Station Puget Sound. In April 1991 the Naval Station Puget Sound was recommended for closure under the Base Realignment & Closure Act (BRAC). Sand Point's former hangars were reportedly used in the 1993 movie "Sleepless in Seattle" as soundstages to film Empire State Building scenes. The Navy ceased its use of its remaining portion of the base in 1995. Picture 20 is a circa-2000 aerial photo of the site of the former Sand Point NAS. Another airfield gone!

A lot of airports have been closed over the years. Let's do what we can to keep our Lake Casitas field in operation.



Bob Root

MINUTES of the APRIL 2013 MEETING

Meeting was called to order by Club President, Alastair Brennan, at 7:30 pm. There were approximately 22 members present at the meeting.

New Members: Vincent Massa has once again joined the Club. Welcome back!

We have lost two of our longtime members: Mike Ambarian and Ken Marsh have both passed within the last month. You will both be greatly missed.

Treasurer's Report: (T.J. Moran) Treasury Report indicated that we made a small profit on the April Float Fly. Our membership now stands at 71 members.

Safety Officer's Report: (George Lanquist) George reported that there were no issues at the field and the Float Fly went on without any trouble.

Park Liaison Report: (John Dugan) No report as Mr. Dugan was not in attendance.

Secretary: (Lynn Breedlove) March Comets Tale approved as written (no meeting in April). Sandy Billings will be sitting in for Lynn for the next two months while he goes and plays elsewhere.

Old Business: Only one complaint was heard about the Float Fly – and that was concerning paperwork for the Lake. A request was made to the Ranger to narrow down the sheets to one per person vice one per plane.

The runway sample, presented by VP Dale in March, brought in favorable reviews. If we were to use this method for the field the existing runway will need to be leveled off in order to lay down the flexible fabric. Pros and cons were discussed and it was decided a committee will be assigned to approach the Lake when a decision has been made.

T.J. and a work party fixed the logs in the parking lot. Thanks Guys!

New Business: The Club had a Gas & Electric Fun Fly and free BBQ scheduled for Saturday, May 18th. Steve and Mike Steinmetz offered to cook up the burgers.

An IMAC event will occur at the Condor site (subject to University approval) on July 18 thru 21. The Condors are currently revising safety rules and there will need to be some work done to their field prior to the event. If the event occurs – parking will cost \$6. Runway samples are still being discussed.

Santa Barbara Club is having a Parkzone T28 Pylon race (for foamies) on May 26. The planes will be stock and the race will have two classes: pro and newbies. The event will be held at San Lucus ranch flying field.

T.J. reminded the Club of the upcoming Float Fly at Lake Cachuma, June 7 – 9, by the Santa Barbara R/C Modelers.

Model of the Month:

Berny Hammer – 9
Decker, Red Baron,
.070 Queen Bee

Rich Metzger –
Torpeda 2 plane

Meeting adjourned at
8:30 p.m.



June Meeting is our Mid Year Party – Pizza and sandwiches and a free raffle for all those who have been attending the meetings. You know that ticket you sign and put in the can at the beginning of each meeting? The last 6 months is what we will be drawing from and **you have to be there** to win.

Comets, you should have received a special email or paper note that we've lost another of our best, Ken Marsh. It's Sunday evening, 16 June right now, and I've still not received any notice of services for him. I'll let everybody know as soon as I find out.

Self-Threading Screw Hole Procedure

This is a very common procedure. You should do this whenever you make a self-threaded screw hole into the wood (to help strengthen it). This works especially well for parts that need to be removable (an aileron servo holder/cover is a good example) but would cause a crash if the screws fell out or stripped loose in flight. However, now that I've seen how much better the screws hold, I do it for pretty much every screw hole I drill into wood. You usually start with a hole drilled a couple of sizes smaller than the screw (so it will create some good threads when screwed in the first time). For example, a standard, self-tapping servo screw requires a 1/16-inch hole drilled.

- Install the part with the proper screw and barely tighten it. (not too tight ... don't strip it out)
- Loosen the screw and remove it and the part. Gain access to the newly threaded hole in the wood.
- Drop a drop or two of thin CA glue into the hole and let it wick into the wood. If you need to, you can swish the glue around the hole's threads with a toothpick (but be quick so the toothpick doesn't get glued inside).
- Let the glue dry completely for one hour. The idea is not to get the screw glued into the hole. The threads and surrounding wooden area will now be stronger and more like plastic.
- Reinstall the part with the original screw. Use original threads and don't cross thread.

—from the newsletter of the Flying Aero Sport Team, Brookville OH

Preventing covering from peeling up

If you are having problems with your model's covering peeling up at the edges and it will not iron down, CA glue can fix it. I use a regular super glue dispenser to wick CA like a pen along the overlapping MonoKote joint to seal it permanently. After the glue has dried, I wipe off the CA haze with a damp cloth and I am finished.

Done carefully, this works great and even glow fuel will not peel it up. This can also be used to spot the corners of the lettering any pin striping. If you make a mistake you can clean it up with acetone on most non-fabric coverings.

Always wear safety glasses when using CA glue as it can easily splash or flick into your eyes.

(source: www.rcdon.com/html/hints_and_tips1.html).

MYSTERY PLANE!

Well, maybe not too mysterious to our more, um, experienced modelers. You should be able to make out that this was published by Model Airplane News in 1963 or something like that. Lots of these got built and some folks are still building these from plans. I even saw an old kit for sale on Ebay. What do y'all think?

