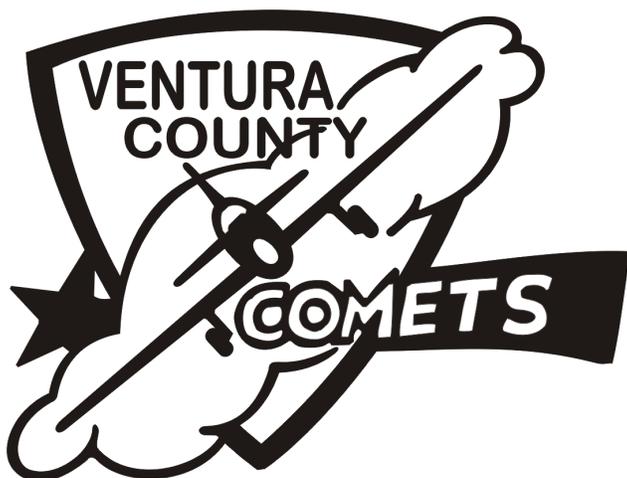


# The Comets Tail



**May  
2015**

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#### Board of Directors

Dave Fishman, Dale Nash, TJ Moran, George Languist,  
Alastair Brennan

#### 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 Count  
Comets, AMA Chartered Club #173

*Editorial contributions are welcome.*

**Next Meeting:  
Thursday, May 21, 2015 7:30 PM  
At the Oak View Community Center**

#### Upcoming Events:

May 16-17: RCX trade  
show Orange County Fair  
Grounds ([www.rcx.com](http://www.rcx.com))

**May 23: Electric and  
small gas (≤15")  
@ Comets field**

June 7: First Sunday at  
Santa Paula airport

June 20: Simi Valley Flyers  
Club Fun fly. 50th anniversary  
w/BBQ!

**June 21: Quaker Day -  
@ Comets Field**

#### Pres Sez:

We had a great turnout at the April Fun fly and it was a lot of fun! We had a great time flying, eating, and telling tales. Many thanks to Mike and Steve Steinmetz for heading up the BBQ! These guys really put in a lot of effort to purchase, prepare, cook, and serve us a great lunch- and they do it every time we ask them to. Mike and Steve perform a very valuable service for us. Give the BBQ Brothers a pat on the back next time you see them.

My favorite airplane to watch fly at the fun fly, was Dave Gregware's Sig Kadet. He was flying "low and slow" over the field. You could tell by the way he was flying, it wasn't his first day at the controls! When I grow up, I want to fly like Dave!

Don't miss the May meeting. TJ will auction off some planes, parts,



and accessories that was donated to the club by an ex-comet that doesn't fly anymore. The proceeds from the raffle will be a fundraiser for the club.

Next month, Sunday, June 21 we will have our Quaker fun fly and balloon drop. He who drops the balloon closest to the target gets bragging rights. Bring your rain suits and waterproof transmitters!

I'd like to thank Alastair for doing a great job taking over as newsletter editor. It's a big job, month after month, and he's doing great!

See you at the field,

- Dave Fishman



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### Meeting Minutes:

The meeting was called to order at 7:10 by President Dave. There were 16 members and a guest present. Don Porter from Ventura was our guest for the evening.

Last month's minutes were approved as was the treasurer's report. The Treasurer reported that to date we have 77 members signed up; seven of those are lifetime members.

The Safety officer stated there were no troubles.

TJ gave us a summary of the Scale event he attended in Hemet, Ca, with other club members. TJ told us the results, but I will let Bob tell it - See his summary later in the newsletter.

There was a quick discussion on on-line newsletters and articles, more on this later in *this* newsletter.

The club then discussed the final preparations for the weekend's float fly replacement which was the fun fly. We heard that the BBQ had been messed with, but was but straight. Thank you to those club members that helped.

Don Porter (the guest) brought a Hobby King Eagle. This is a foam aircraft that looks like very bird-like. Electric powered weighing in at 20oz and uses a 3-cell battery.

The evening concluded with a raffle and some people won some nice stuff.

The meeting adjourned at 7:50

- Alastair Brennan



## Root's Ramblings

### Bob Root

In April several of us went to the Southern California Scale Qualifier held at Hemet Ca. The weather was great and we had a nice time. Here are some pics and a quick summary:

Picture #1 shows us with the models we entered. From left to right, my grandson Ben Cremer and I entered my Waco YMF-5 in expert (Result: 6th place), Tom Wolf entered his Mosquito in expert (Result: 1st place), and TJ Moran and I entered my AT-6 in team scale (Result 1st place). Ben and I pose with the Waco in picture 2.



Picture #1



Picture #2

TJ and I are preparing to fly the AT-6 in picture 3. The AT-6 is shown landing in picture 4.



Picture #3



Picture #4

Picture 5 is a great shot of Tom's Mosquito during a bomb drop. The Mosquito landing after a mission is shown in picture 6.



Picture #5



Picture #6

Frank Migliaccio from Ladera Ranch Ca flew the FW-190-A8 (picture 7) to a 2nd place in Pro Am Pro. The AT-6 shown in picture 8 was built by Randy Warkentin from Fresno Ca and placed 4th in expert. He beat my Waco (6th place) by 0.84 out of 100 points.



Picture #7



Picture #8

The P-47 shown in picture 9 was entered by Don Rice (Santee Ca) and placed 1st in Pro Am Pro. The P-47 is behind a nice Piper L-4 in picture 10. I believe the L-4 was entered by Jerry Neuberger (Santee Ca) and placed 3rd in Pro Am Pro.



Picture #9



Picture #10

The turbine powered foam T-33 Shooting Star shown in picture 11 was entered in Advanced by Corey Dial from Saueus Ca and placed 5th. His static score was low but he had the second highest flight score after several very realistic flights. The beautiful T50 Cessna twin shown in picture 12 (placed 8th in expert) was built by Tim Cardin from Garden Grove Ca. This model of the famous Sky King TV show airplane had the highest static score (tied with Chris Spangenberg's Hawker Typhoon) but had an engine failure which prevented him from completing his flights.



Picture #11



Picture #12

Chris Spangenberg was 2nd in expert with his Typhoon (picture 13). The large PT-17 Stearman shown in picture 14 is powered by a Moki Radial engine which sounded and flew very realistically. This model was entered in Advanced by James Fiffles from Glendale Ca and placed 4th.



Picture #13



Picture #14

The unusual World War One Hendriot HD-1 in picture 15 was built by Larry Sutherland from Prather Ca. He placed 7th in expert.



Picture #15

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## **Randumb Thots :-)** “My First Radio” **Jerry Deanda**

I was pretty airplane-crazy from about the 5th grade. After seeing an OS radio installed in a Mambo, owned by a buddy, I found out about some club of guys flying radio control models at a place called More Mesa on the coast between Santa Barbara and Goleta. I don't remember how I got directions to the site (it wasn't obvious), but I got my Dad to drive me out there, and I found a wonderland of big, impressive models flying around. After many trips to the site on my bike on Sunday mornings and coveting what those guys had, I realized that getting the money to get involved in this hobby was going to be my first step. Along about 1971 or so, my paper route was finally paying enough for me to buy some gear. My Dad got me in touch with a friend of his who was one of the modelers at More Mesa and he brought a radio and a built up model (a Digester!) to our home, and I bought it all.

The radio was an already old, real early PCS thing, known to the old timers as “one of those old open stick” type systems. The transmitter was a beat up gold anodized box with sticks that didn't even have gimbals, but instead had two potentiometers mounted on a bit of aluminum angle with return springs and working thru two square holes in the front of the box. Trim levers worked separate potentiometers instead of moving the main pots on the sticks. It was a five channel thing and the battery charger was actually inside the transmitter. The radio in the ad was identical to mine except for the names on the boxes.

The receiver was almost as big as a pack of cigarettes, in a metal box with the lid secured by a piece of electrical tape, 6 giant roundy white plugs, each hanging on its own pigtail. One for each channel, the last for the switch harness.

I got 4 metal box servos. Each servo had a square section rack that ran thru the length of the servo and a modeler could attach an eye to the ends of the rack and another on top of the servo. The mounting ears allowed it to be mounted either on its base or its side. I also got one Heathkit KPS-9 (a Kraft servo from a kit), which I thought was a nifty gizmo since it had two racks and a rotary output on the top.

The airborne battery was a 500mAh nicad. The whole system seemed like a Buck Rogers thing to me at the time.

PCS was the brand name, for Proportional Control Systems, and it was one of the early digital proportional control sets available, and among the more reliable ones. PCS was the cheaper, slightly less fancy version of the expensive Kraft.

Although this thing was already pretty long in the tooth, it worked fine, I loved it and it was MINE.

I got a lot of mileage out of that radio, installing it in several models over the space of a couple of years. When I got it, it was in the Digester, a popular plans-built model. It was a big, .60 powered thing that was gentle enough for me to learn to fly with it. I had some adventures with the model, finally crashing it in a stall/spin accident of all things. But before that, I'd built a small sailplane to fly on the cliff at More Mesa, so I'd fly the Digester in the morning, then when the winds picked up a bit, I'd pull the radio out of the Digester and install it in the glider, where it just barely fit, for an afternoon of slope soaring. It's a wonder the batteries always lasted long enough for all that.

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### **Burnin'-Time On-Line?**

The "Airborne Reader Hobby Magazine" was mentioned at the April meeting and the link is:  
<http://theclearimage.com/newsletter.html>

I've written to this guy a couple times regarding construction articles. If anyone feels like they have something to highlight or teach he will probably publish it. In fact the latest issue mentions Tom Wolfe and his Mosquito *again*. Sheesh!!! Congrats *again* to Tom.

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### **REMINDER**

#### **Do you need more stuff around the house/garage???**

OK that was a dumb question...An ex-Comets member has had to quit flying for health reasons and has donated his RC modeling stuff to the Comets. As such, during the May meeting, an auction is planned and all proceeds will go to the club. There are 11 airplanes, some engines, 3 transmitters, some servos, a flight box, props, a lot of E-power stuff, etc.



AMA Charter Club #173

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