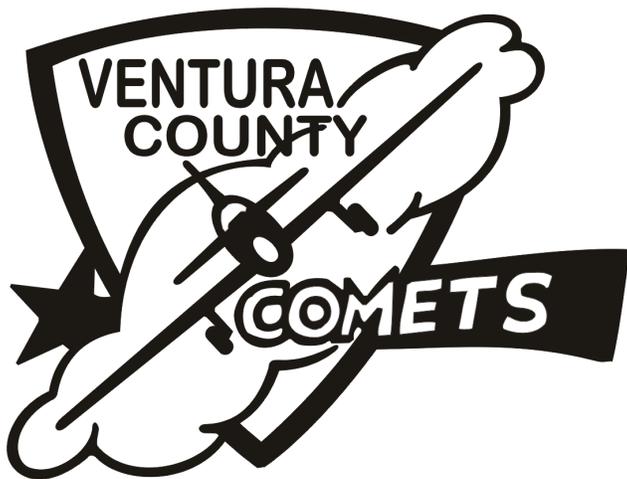


The Comets Tail



**November
2016**

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Board of Directors

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

Instructor Pilots:

Dave Fishman, 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 and is published monthly at the Comets' Tale Lair, in Camarillo, CA.

Editorial contributions are welcome.

Next Meeting:
Thursday, November 17, 2016 7:30 PM
At the Oak View Community Center

Upcoming
Events:



Nov. 19 Fun fly and BBQ
at Comets.

Dec. 15 Comets
Christmas Party

Pres Sez:

Hi Folks,

Last month we hosted some cub scouts and this month some girl scouts at the field. We had several instructor pilots on hand to let the kids try flying an RC airplane. We also had two flight simulators set up which the kids enjoyed too. Several of the parents tried their hand with the buddy-boxes and some of the parents did a great job flying. Actually, I was very impressed with a handful of the girl scouts, some of them did very well! Thanks to all who helped out, we could not have had such successful events without you! Those in attendance helping out with the kids were, Alastair, Ron Scott, Javier, TJ, Greg Nowland, Bob Root, and myself.

Our Holiday Party is coming up next month. Our Head Elf Marilyn will be coordinating dishes I hope, she always does such a good job! So get out your ugly sweater and get ready for some good times! Please call Marilyn at (805) 532-1433 to discuss what you'd like to bring!

I'm not sure if you've heard, but we are losing one of our brothers to northern California. Alastair has taken a job with Tesla Motors. He has done such a great job in all the roles he has filled with the Comets. Alastair is a HUGE asset to our Club! He will surely be missed. Don't forget to give Alastair a pat on the back at the No-

vember meeting or at the field- it may be the last time we see him for a while, he says he won't be able to make the December Holiday party.

Saturday, November 19th we are having a Fun-Fly in lieu of our regularly scheduled members only Float Fly. A hot dog and hamburger lunch will be available for a small fee.

See you at the Field,

Dave

Meeting Minutes:

The meeting was called to order by President Dave at 7:30. There were 21 members in attendance.

The minutes were approved as well as the Treasurer's report. Currently there are 91 members.

Treasurer TJ mentioned the October auction at the Santa Barbara club. It was a fund raising event and a lot of stuff was auctioned off.

The Safety Officer mentioned that nothing unusual has happened. A couple signs to remind pilots to put their 72MHz transmitter in the transmitter impound were put up. Alastair is making a couple more.

The Park Liaison was absent.

Alastair spoke about the upcoming visits from the Pioneers (like Boy Scouts) and the Girl Scouts. The guys are visiting Oct 22 and the gals Nov5. We are planning to have a few pilots that can take kids and parents for a flight and Bob Root is scheduled to do a quick talk on airplanes and the hobby for each group.

The club is still looking for a president (and Secretary/coffee-person). Dale Nash is spearheading this cause.

Ron G brought up potentially bringing a group of folks out as well. Ron will work with the group and advise the club as dates get confirmed.

There are plans for a fun-fly and BBQ on November 19th. We have done this in the past couple years instead of the Fall club-only float fly.

Model (*Molds*) of the Month.

Bob R is designing a club pylon racer (this has been mentioned before). However it is getting closer - Bob brought the molds for show and tell. He is still sticking to the "any .25 will power it". Bob plans to build and test fly the first one to ensure the design is sound. Weight should be under 4 pounds



The meeting ended with a raffle - Some people won some good stuff.

The meeting adjourned at 8:25

Alastair Brennan

Model of the Month Submission

I wanted to submit my new airplane as model of the month. It is too big to bring in for show and tell. I will try to be at the November meeting to talk about it though so the judges can make an informed decision.



Mine was once in kit form sometime around late 1984 and early 1985, though I got it in ARF condition, so I am not sure it qualifies. The kit was first produced in 1977 in Kerrville, Texas at a small airport by the full scale model maker Mooney. The last year of production of this particular kit, the M20J or 201, was 1998. So finding one is a chore, and in this good of condition with all the bells and whistles you could want, unheard of. The detail and workmanship that went into this full-scale model is unreal.

Andrew Carlson

Randumb Thots :-)

We are still hammering away at Lola, the RV's, needs. A small fuel leak mushroomed into a full reread of both tanks, which will not be done until well into December, so we've been using the down time to get some things updated and fixed. So far we've completed some minor fuel system plumbing, cooling baffle tweaks, installed a new oil cooler and did a bit of work where the fuel tanks attach to the wings. Still to do: some floorboard repairs (of all things), a bit of exhaust system work, new seat belts with antisubmarine belts and a couple of electrical system mods, plus new seat cushions.

Lots of work to be sure, but I like doing this kind of stuff and anyway, and I guess it comes with the territory of owning an airplane, especially an experimental one.

I found a glow plug in the parts bin yesterday and got to thinking about these tiny things.

When I started powered modeling I flew u-control models with Cox .049s, I suppose like just about everybody else of my generation. My flying buddies and I went thru the normal progression of learning how to start, tune and fly those things and we wrestled glow heads and batteries the same as everybody else. I know I'm not the only one to remember guys peering at glow plugs inside a cupped hand to see if they lit up or not. It was a real "ah ha moment" when I read that if you have to do that to see it glow, then the plug, or the battery, or the connections were not good enough and the engine probably wouldn't start.

I remember a conversation with an older modeler, some years back, who remembered the advent of the glow plug from the spark ignition days. He said when the glow plugs came into use, everybody started putting them into their ignition engines and converting to methanol/nitro/castor oil fuel, which promptly blew up a lot of engines. The power increase was immediate, and of course they got rid of the points, condensers and batteries of

the ignition system. Modelers were happy to go to glow engines and the ignition engines went into drawers and attics pretty quickly.

Seems Ray Arden invented the glow plug after some friends' ignition engines continued to run after the ignition had been switched off, and he deduced that this was because something stayed hot inside the engine and continued to ignite the fuel-air mixture. Fair enough, but someone, (maybe Ray?) also figured out that there could be a catalytic reaction between platinum and methanol to make a glow plug work really well. I sure wish I understood the chemistry of that. And how on earth did he (they?) figure that out?

When I got my first R/C engine, an already old Supertigre .60 rear rotor, I couldn't figure out that tiny bit of wire over the business end of the glow plug. I actually thought it was put there to protect the fragile coil during shipping and tried to remove it. Well, hey, nobody told me. And it would not come off, so I just put it back and learned later about that idle bar. I never asked, I just found out somehow. And now idle bars seem to be gone again. Go figure.

And here's a weird question: Why do they use that odd 1/4-32 thread on glow plugs? I've not seen it used anywhere else. The standard SAE threads for 1/4 inch are 20 threads per inch for coarse and 28 for fine. Where's that 32 thing come from?

And shiny glow plugs make dandy earrings, no?

Fly safe!

Jerry Deanda

Visitors to the Club

Towards the end of October and again the first Saturday in November the Comets first hosted boys and their dads from the Santa Barbara Pioneer scouts and a few weeks later local Girl Scouts and their moms and dads dropped by.

The Pioneer group brought about 20 people (parents and kids) and the Girls Scout Troupe brought about 30 people.

Bob Root kicked off the each session with a quick talk about airplanes and the hobby of model aircraft. This was followed by teaming up with one of the club's instructors for a demo flight. We had "buddy" boxes and about 5-6 trainers available for whoever wanted to fly.

There was also a couple lap-top computers with R/C flight simulator for the kids (and parents) to practice on.

As mentioned each day there was a lot of people, yet I heard a lot of good things from the visitors as well as the club members.

A huge thanks to all who helped take folks up for a flight Javier G., Bob R., TJ, Dave F., Ron S. And Mike T for taking people along for a virtual flight with the FPV goggles. And Greg N. who brought a lap-top with an R/C simulator.



Bob R., a Girl Scout, and her dad



Dave F. teaching ground school

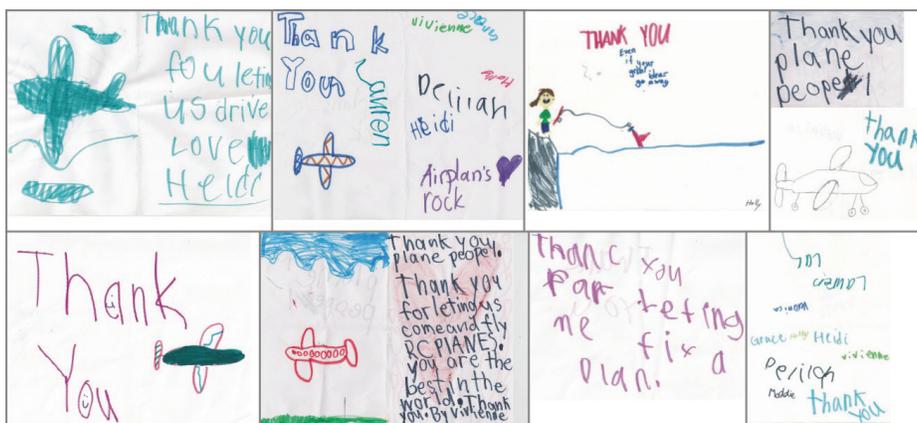


Bob R. with some final instructions for his student-pilot



Part 1 of the 2 Part Girl Scout Group and a few Comets

The girls wrote a few thank yous too:





AMA Charter Club #173

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Ojai CA 93024-0333

Dues are do.
It's that time again folks. Send in a check for your annual membership dues..

The Ventura Comets RC Club is seeking candidates for Club President for the term 1/2017 thru 12/2018 (Two years)

If you would like to be a candidate for this position, please Email Dale Nash (Club VP) at sealdy@aol.com prior to Nov.14, 2016. Election will be held at the Nov. club meeting 11/17/2016).

NOTE: All candidates must be in good standing with the club (Current dues paid) to qualify.