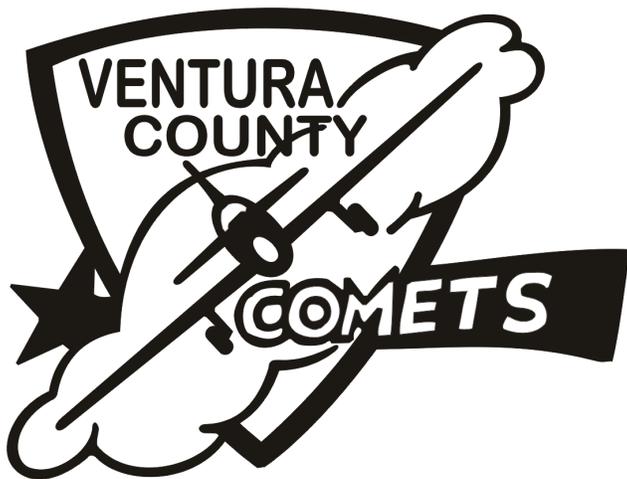


The Comets Tail



**October
2016**

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Secretary	Alastair Brennan	(805) 388-0180
Treasurer	TJ Moran	(805) 646-6084
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Park Liason	John Dugan	(805) 646-6898
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Comet's Tale Editor: Alastair Brennan, jet_a@yahoo.com

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, October 20, 2016 7:30 PM
At the Oak View Community Center

Upcoming
Events:



Now. 5 Swap meet @Valley Fliers

Dec. 4 Toys for Tots @ Valley Fliers

Pres Sez:

Hi Comets,

I've been your President of the Comets for the last two years and my term is ending. I will be stepping down as President of the Comets this December. I enjoyed my time as President and I made many new friends along the way. Thank you all for your support. I wish to stay involved in club activities and if the club decides to, I will head up another Fourth of July Parade Float next year.

In September, I attended the Lake McSwain Float Fly put on by the Turlock RC Club and it was fantastic! There were even more pilots this year than last year. The campground was practically full and there were only a few open campsites available. There were lots of really nice planes and really nice people. The Turlock RC Club has a big banner that reads, "You meet the nicest people flying RC" –and they are right! Thanks to The Turlock RC Club for putting on a great event. Keep your eyes peeled next year on Ron Scott's Calendar of RC Events for the date of next year's float fly. P.S. - The campsites are going fast! If you're thinking of going next year, make your reservations A.S.A.P.!



Bottom row photos by R. Scott

Last month I mentioned we started a YouTube Channel. If you have any videos that were taken at the Comets Field or Float Fly's, please submit them to me to be posted to the Channel. Preferably, we are looking for hi-resolution videos. We need your videos!

<https://m.youtube.com/channel/UCzLfVLCWPKaugMKaBGKa7kg>

See you at the field,
Dave

Meeting Minutes:

President Dave called the meeting to order at 7:29. There were 15 members in attendance.

The minutes were approved.

The Treasurer had good financial things to say and added that two more folks joined and as of the September meeting; the Comets have 91 members. The report was approved.

The Safety Officer brought up if you still use 72MHZ that you are to use the transmitter impound. There was a discussion about the incnet and the still-present threat to have two people on the same frequency. After flying, turn off the transmitter and return your 72MHz transmitter to the impound and return the "pin". If you are one of the "newbies" on 2.4MHz, this does not apply to you. See notice on last page.

The Park Liaison reminds us that there are still a couple field/road closures for the remainder of the year, but most likely will not affect the normal flying days. These are:

Friday afternoon Oct 28, 1:30-5:00

Thursday afternoon, November 3, 3:00-6:00

Alastair brought up hosting a couple events for the Boy Scouts and Girl Scouts. We are planning a quick presentation on Saturday, October 22nd for the Boy Scouts and Saturday November 5th for the Girl Scouts. The presentation will be offered to take the guests flying on "buddy boxes". So far a couple club members have offered to take kids and parents flying on their trainer, and other club members are bringing laptop computers with R/C simulators for the guests to try.

Club elections are approaching. We need a President and a Park Liaison

The meeting adjourned at 8:00

Alastair Brennan

Randumb Thots :-)

It's been a busy time with the annual inspection for Lola the RV-6 and we're starting another push to sell the parts from the RV-9A.

We have a fairly full dance card for Lola. We only found a few small problems that we didn't already know about in the inspection, but we already had plans to fix a small fuel tank leak (we knew about that already) modify the seatbelts to add an antisubmarine belt for each seat and replace the seat cushions. I just started removing the fuel tank, which is turning out to be easier than I thought.

And then that poor RV-9A. This is the 'docile' RV with the longer wing and a new John Roncz-designed airfoil on the wing. It belongs to a couple of friends of ours, a lovely couple. They built the airplane together and then flew it all over the country. I think they put about 1000 hours on it, then both got sick about the same time. Their attorney advised them to destroy the airplane rather than face the liability exposure of selling an airplane they'd built. "You could lose your house," he told them.

The gent who built the thing with his wife has passed away, the wife's health is precarious. It's a pretty sad situation.

Builders keep telling me that nobody has ever successfully sued the builder of an experimental airplane. I had a short conversation with an attorney in the process of selling him some of the parts for his plane. He said there were several cases, but took off before I could ask him about actual case law. Discussions with a businessman at Santa Paula Airport seem to show that there have been some attempts, but they settle before going to court. It's a little hard to understand the actual exposure is in a case like this, but for the record, I can't find a single case study on this. I HAVE heard of people suing the kit builder... a suit put the Sorrell Brothers out of business permanently, and that was the end of the Hiperbipe kits. There is a case litigating now against Vans Aircraft over the crash of an RV-10 (four seater) that killed a little girl and her step grandpa, and critically injured the girls' mother. Odd that the Mom is suing the kit manufacturer and the maker of a fuel flow sensor, but not the builder, her stepfather, who made a huge blunder that caused the engine to quit, then totally blew the forced landing.

The attorney advised destroying all the parts the couple built, to include all the sheet metal, so we dismantled the airplane to part out. It had been a nice airplane, still very flyable with lots of life. Taking it apart was like killing a puppy.

So now we are trying to sell the all the manufactured parts. The easy ones are gone... the engine, propeller, instruments. The harder parts are the landing gear, the older radios and autopilot, lighting, the engine mount and the control system parts. They're slowly dribbling out.

The airframe got a small reprieve when the lady allowed us to use it to film a short video on escaping from an airplane that has flipped upside down, then using the airframe as a prop for training search dogs for the National Disaster Search Dog Foundation. They're the dogs you see at train wrecks and disaster sites, looking for survivors buried in wreckage or rubble. Oh well, it helps that it's doing something useful.

So ya'll fly safely, OK?

Jerry Deanda

Club Racer's Progress

You have heard the rumors and talk of a club racer? And to spoil the surprise I asked for and got a few pictures from the designed/builder. To back up a couple steps. A few of the Comets have been doing a bit of pylon racing at the field and others have expressed interested. Bob Root took it upon himself to design a plane that looks like a Golden Age racer. And it is an uncomplicated, inexpensive racer. This means you do not need a million-dollar engine running on some obscure fuel. Instead this will be powered by a run-of-the-mill .25 burning whatever brand of fuel you put in your regular weekend flyer. But more on the rules later...when someone writes them.

What I do know is it is based on a Firecracker; Bob's favorite airplane. Bob mentioned this, and this plane looks a little more reasonable than if I was designing it based on my favorites, otherwise we be racing some Gee-Bee/F-16 hybrid...but I digress.



*Firecracker - **Yes***



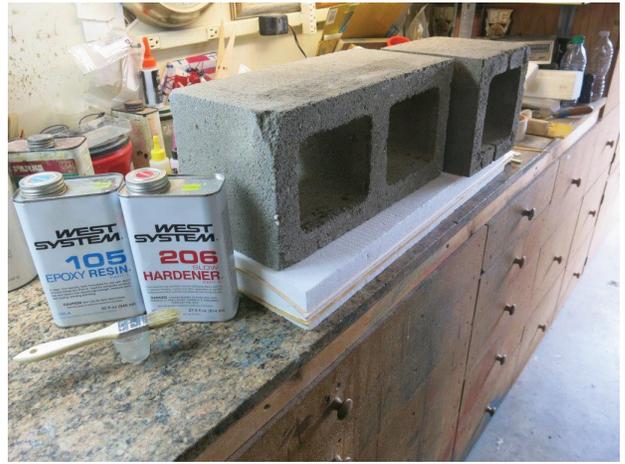
*Jet-powered Gee Bee - **No***

I am a fan of the Golden Age of Racing and was intrigued with all the designs that builders thought were faster than the other guys years ago. The Firecracker had a long nose and rectangular cowl to enclose an inverted in-line, six-cylinder. Other guys, like my favorite, the Granville Brothers, preferred big round, radial engines and made big round cowls to streamline the airframe.

Bob's Golden Age design will have a foam wing, hard mounts for fixed gear (the Firecracker had retractable gear) and a fiberglass fuselage. Here is how it is coming along (Photo credit - Bob Root)



Foam wing core with gear mount



Gluing the wing sheeting



Wing T.E. added (to be sanded)



Wood parts ready to cover, fuselage plug almost ready to make a mold



Gluing wing halves together



Fiberglass wing joint



Bob is going to produce kits for club members to buy. As mentioned this is a sneak-peek, more info as I get it, or when I needle Bob into writing a better description.

If this sounds interesting to you find a .25 engine, practice your left turns, and start saving a few bucks to give to Bob for a kit.

AB

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.

Anyone remember when the lake was this full???





Ventura County Comets
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Ojai CA 93024-0333

NOTICE: 72MHz Users

Your transmitter **MUST**
be in the impound, if
you don't have
the frequency
pin

