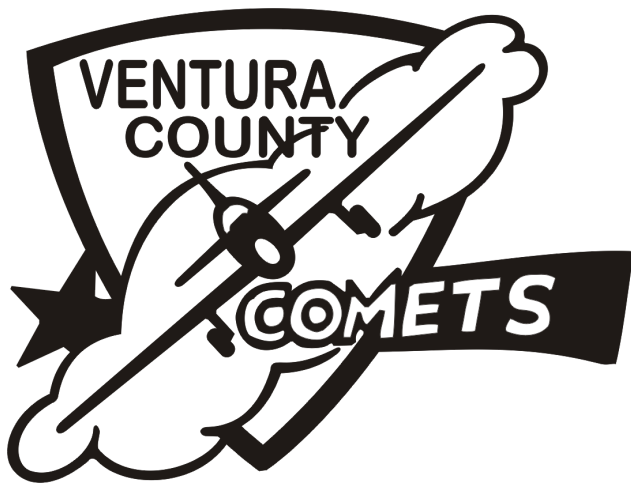


The Comets Tail



**September
2015**

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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, September 17, 2015 7:30pm
At the Oak View Community Center

Upcoming Events:

Sep. 26-27 Point Mugu
airshow - Blue Angels

Oct 10 Simi Valley Flyer
fun fly BBQ and swap
meet



Pres Sez:

September is here and upon us. Do you know what this means? It means kids are going back to school, and less people are taking vacation and going camping. This has a direct correlation with less people crossing the runway and standing in the middle of the field. Soon, we can all relax and fly our planes with much less "moving obstacles"!

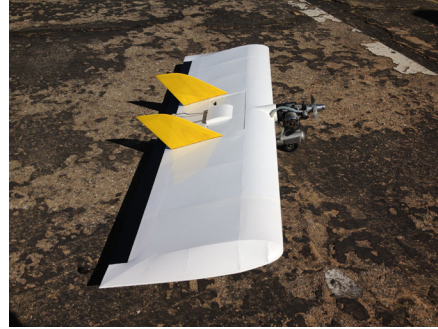
We have three new members, Malkeet Viridi (goes by Mel) his son, Vikas, and Mike Long. Mel is an accomplished scratch builder and only builds from scratch-no kits, no ARF's, and definitely no foamies! His 10 year old son only flies his Dad's scratch-builts and probably flies better than most of us!

Mike Long flies first person view multi-rotors. He has some store bought quads, and now is building his multi-rotors from kits and parts.

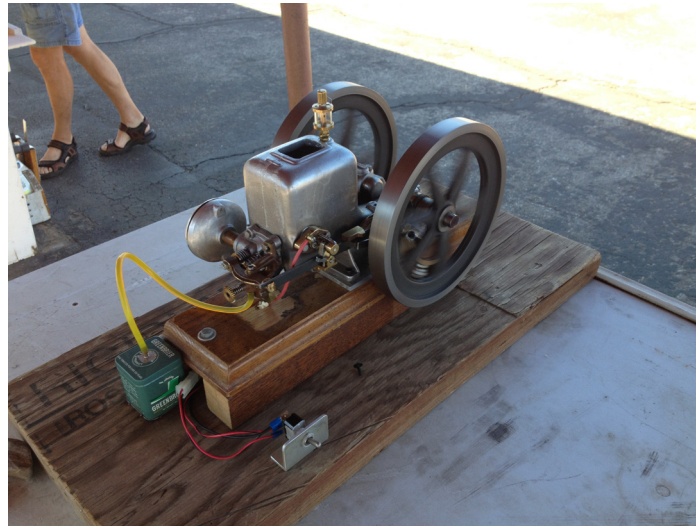
Give Mel, Vikas, and Mike a warm welcome when you meet them.

Our sunshade structure is due for repairs. The roofing material is deteriorating and coming off, especially in heavy wind. Our man T.J. is heading up a work crew on Sunday, September 13.

I was out at the field one Saturday and Comet member Tom Faragher brought out two very interesting models. One model was a flying wing that Tom built from a kit. Back in the day a guy named Scott Manning made about 30 or 40 of these kits. The wing is built up from balsa and is powered by a OS25SF. The wingspan is 40 inches, weighs in at 37oz., and has landing gear. Tom's wing flew beautifully. See the photos.



Tom's other model that he brought out that day is a 1/2 scale replica of a one horse power "hit and miss" engine. The original engine was made for John Deere in about 1913, that's 102 years ago! Tom built this engine from a kit that included castings and that's about it! He had to scratch build a lot of the other parts. The engine runs real smooth, firing about every eight revolutions. Tom says he built the small hit and miss in his spare time in about 5 years. See the photo.



Comets member Dan Elaser is recovering from an accident. Dan, we send our best wishes for a speedy recovery!

See you at the field!

-Dave Fishman

Meeting Minutes

Meeting started at 7:32

TJ ran the meeting in President Dave's absence. There were 16 members and no guests

The monthly minutes were approved

Treasurer's report approved: 70 members total (73 members paying). The club made a couple bucks from War-bird day/BBQ

Safety officer: Everything is going well.

Park Liaison was absent but via email reported that the upcoming field closures are:

September 19th (Saturday)

October 7th (Wednesday)

October 30th (Friday)

November 5th (Thursday)

Mark these on your calendar

New business:

The club is going to repair the awning. TJ is leading this. And by leading, TJ is going to measure and buy roofing material. The tentative schedule is 13th of Sep. Come out to help.

A member brought up that the field was not locked up. Gates and transmitter impound was found open and windsock was still up. Make sure you know how to lock up everything. If guests are flying lock up when you leave.

The meeting ended with an auction. TJ ran this. As mentioned in the last newsletter these were the planes from a former club member. There was some nice stuff, some guys got a deal and the club got a couple bucks.



Doc's Planes

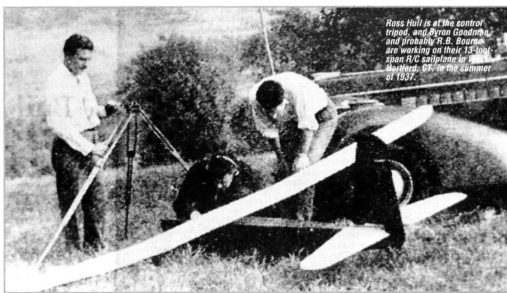


The meeting dismissed at 8:25

-Alastair Brennan

Roots Ramblings

As we get older it is fun to look back on our modeling history (ref: cartoon). In the early days free flight models were what most people built and flew with a few trying to make radio control work. Picture 1 shows an early RC glider and picture 2 shows two typical free flight models in 1937 (the year I was born).



Pict 1



Pict 2

After building many stick models like the ones now sold by Gillows I started building a few original designs. My first original model was the free flight glider being held by my younger brother in about 1949 (picture 3).



Pict 3

In 1954 I built a radio control transmitter and receiver based on a Model Airplane News article and installed it in the original model shown in picture 4.



Pict 4



Pict 5

Picture 5 shows a typical 1957 setting; a smoker holding a standard, for the time, rudder only model.

Models utilizing rudder, elevator, and ailerons were common by 1962 (picture 6).



Pict 6



Pict 7

Proportional radios were becoming popular in the late 1960's and I built the trainer shown in picture 7 from Radio Control Modeler magazine plans in 1968. By 1969 several of us in the Seattle area had started flying pylon racers.

By 1973 many of us were racing in two classes, Formula 1 and Formula 2. Formula 2 models for a typical race at the time are shown in picture 8. My original Firecracker model is at the near end and my original Chambermaid is at the far end.



Pict 8

These models had to be semi-scale models of any airplane that ever raced. By the late 1970's I had moved to Southern California and a typical Formula 1 model was the Little Tony I built in 1977 which my oldest daughter is holding in picture 9. The Formula 1 Stinger shown in picture 10 was my final original design racer. This model was the 3rd iteration of the design and was by far the most successful.



Pict 9

*Top racers use
Novak Electronics for :*

*Cars
Planes
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Boats*

Bob Root
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Las Vegas
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Free brochure: Send legal size
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2709-C Orange Ave. Santa Ana,
CA 92707. Phone (714)
549-3741.

Pict 10

As I mentioned several months ago several of us are flying Quickie 500 racers in mock races just for the fun of it. The state of the model hobby is such now that you can buy a racer for whichever class you might be interested in. We are doing it for fun but there are several races on the west coast every year for anyone who wants to seriously go racing.

Ed - Speaking of racing; the “local” giant scale race is coming up. October 8-11 at Rabbit Lake (about 20 miles past Victorville). See www.usrainfo.org for more details.

Randumb Thots :-)

A few oddments to report this month. First, Lola the RV-6 and I got to go to the RV Reunion and Fly-In last August in Independence Oregon. Lots of interesting airplanes were there, and not just RVs either. Here’s a Mystery Plane for y’all, seen there in Oregon. I was looking at this airplane when the owner walked up and asked if I knew what I was looking at. I’m proud to say I could tell him “Yessir, I do.” We had a good talk about it, so if you think you can identify this thing, please write your answer on the back of a fifty dollar bill and send it to me, and we’ll just see what happens. OK, an email will get you the same amount of recognition...



I’ve been yapping about the Bugatti raceplane for, oh, probably too long now and I’m happy to report that it has flown, if you can call it a real flight. If you go to YouTube.com I’m sure you can find the video. They did probably the dumbest kind of test flight I can imagine. They ran it down the runway with a chase/video car behind, lifted off, climbed up to about 50 feet, then landed straight ahead. This is not a good idea and professional test pilots don’t do it. The hang-up is that the whole flight happens with constant changes in airspeed, altitude and attitude, and all at low (unforgiving) altitude. Much better to commit to flying, climb up to a safe altitude, do some slow flight and see how it handles in landing speed and configuration, and then land. Anyway, it did not go perfect...on landing, the guy ran it off the side of the runway and into soft, wet grass. It went up on its nose and broke both propellers, the pilot saying “My brake pedal broke!” Man, after all that bragging about the cool parts they custom built for this airplane, they couldn’t build a brake system that could survive the first flight? No innovation required there. So, it’s just a bit of a disappointment, but it did get off the ground and it was at least controllable for that little bit of flight. More recent Facebook posts show the propeller manufacturer carving two new propellers, but no word on whether they’ll disassemble anything in the drivelines or the engines after the sudden stop (stops?).



Photos from the The Bugatti100p Project Facebook page

FAA rules for type certificated airplanes REQUIRE disassembly and inspection after a prop strike that results in any reduction of RPM, and with these complex drivelines and odd engines, well, I'm waiting to see if they do the right thing. It's a big setback, but it could be a huge disaster if there's a problem that went undetected. I guess we'll see.

So... fly safe, everybody! And Fight Gravity.

-Jerry Deanda\

A couple shots from the flying field courtesy of the Prez.

