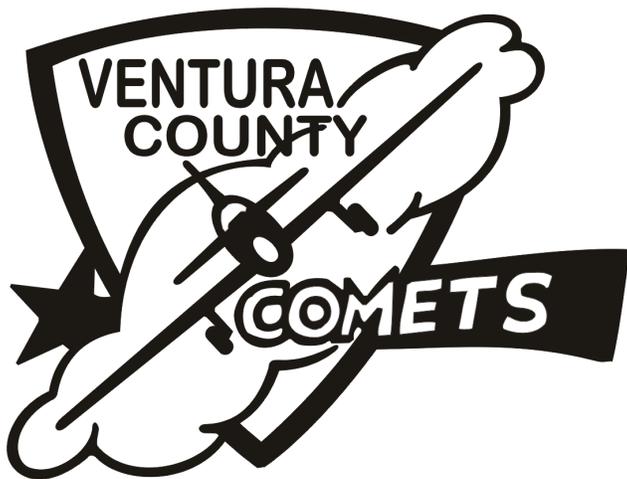


# The Comets Tail



**September  
2016**

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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 15, 2016 7:30 PM**

**At the Oak View Community Center**

**Upcoming  
Events:**



Sep. 23-25 Float Fly @  
Lake Mc Swain

Oct. 9 Simi Valley fun fly  
Swap meet and BBQ

Oct 13-16 Giant Scale Air  
Racing (Rabbit Dry Lake)

**Pres Sez:**

Hi Comets,

Well, the summer heat is cooling down and it's not quite hot enough to fry eggs on the runway anymore.

I went to the "Wings over Camarillo" airshow in July. It was really neat being so close up to the airplanes. I loved hearing all the old warbirds starting up and taking off. I got pretty tired and hot standing in the sun all day. Next year I'll bring a chair and a big hat.

For those of you that like to fly your models off the water, there is a great float fly this month at Lake McSwain in central California. I went last year and had a great time. The event was well organized, and everything ran very smoothly. There is a pay-for-B-B-Q dinner on Saturday night with a big raffle. The campsites are close to the water and the lake is great for swimming, playing or R/C boating.

This is from the event website:

Turlock RC club's 25th anniversary float-fly at lake McSwain. This is going to be one of the best we have ever had. \$1000's in raffle prizes will be given away. There will be registered-pilots only raffle, this is going to be big, so come prepared. Saturday night will be a catered dinner with all the trimmings. Main raffle will occur at the dinner. Register early as tickets usually sell out. This year is a year the club wants to give back to all of our loyal followers and supporters over the years.

Here is a link to the event webpage:

<https://www.rcflightdeck.com/event.cfm?id=5593>

I want to thank two outstanding individuals for making contributions to the Comets Tail Newsletter. Jerry De-anda and Bob Root have been contributing articles, stories, and observations for many years, and we thank them for helping to "fill-out" the Newsletter. If it wasn't for these guys, all you would read every month is my president's message and the Minutes to the meetings. Bob and Jerry, you guys are very much appreciated for your efforts. Thank you for all you do.

I would also like to thank Don Sorenson for being our Webmaster. Don does a great job behind the scenes maintaining our website. Don, you are a very important asset to our club and we thank you very much for all you do!!

Last but not least, I made a YouTube channel for our club. If you have a video you would like us to put on the channel, please submit the video to me.

Here's the address:

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

See you at the field,

**Dave**

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## **Meeting Minutes:**

President Dave called the meeting to order at 7:45. There were (only) 9 members in attendance. So there was lots of coffee and cookies left over.

The minutes were approved, there was no Treasurer's report as he was absent. The Safety Officer and Park Liaison were absent as well.

Due to the cross country races the field will be inaccessible a couple times in the next few months. Make the dates on your calendar:

September 17th, Saturday morning, 8am -12pm

October 5th, Wednesday afternoon, 4pm -6pm

October 28th, Friday afternoon, 1:30-5pm

November 3rd, Thursday afternoon, 3-6pm

The only date that really affects typical flying is Sep. 17th.

President Dave is to draft an inventory of the TAG materials. Remember the 4th of July parade and all the bits made for it? This will be noted and submitted to VP Dale to record.

Pres Dave has started a You Tube Channel...He mentions this in his summary above.

Alastair signed up to put on a presentation discussing the club for the Ventura Rotary club. This is happening sometime in December. The hopes are to gain a few new members.

## Models of the month.

Peter brought an Extreme Flight, Vanquish ARF. He told us that the fit was good during the assembly and the airframe has adjustable incidence for the wing and horizontal stab. This electric Vanquish uses dual 5-cell packs and 32 KV motor and weighs in between 10-11 pounds.



Peter and the Vanquish



Fred and the Taylorcraft

Fred brought an electric ARF Taylorcraft. He said the assembly was more or less trouble-free; there were a couple modifications to make. Another comment was the written instructions were a bit lacking. And we all know how to solve this by now - You turn to the Internet. Fred found some comments on rcgroups.com that got him from A to B.

The winner of MOM went to Fred.

The meeting adjourned at 8:28

**Alastair Brennan**

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## Randumb Thots :-)

Mythconceptions: Watching TV and reading stuff about flying is pretty entertaining for most of us, at least the ones of us who read this publication. I guess I notice too much sometimes... I really have fun with the naïve ideas, falsehoods and outright lies in some movies, TV shows and stories.

Why do they always call it a nose dive? What other kind of dive can an airplane do? Why is it a tailspin? Why not a nose spin? Anyway, doesn't the whole airplane spin? And my favorite, the "near miss." Wouldn't a near miss be a hit? "Well, they NEARLY missed, but..." I hear about planes getting delayed on the tarmac. Hmm, we always called it a ramp. When did that tarmac thing start?

You can always tell when an airplane is in trouble on TV or in the movies because it makes that low whistle sound... what's that all about, anyway?

In one old pre-war chestnut, the engineers and pilots were investigating high g loads on pilots and airplanes. 9 g's was the goal. There were plenty of nose dives to high speeds followed by high g pull-ups. In one scene, the pilot was in his dramatic dive, wind screaming and plenty of emoting going on in the cockpit. A trickle of blood appeared out of the corner of the pilot's mouth. And he hadn't even pulled up yet. It's a tough world sometimes. It was a lucky thing his lungs didn't collapse.

Did you ever notice that every time an airplane or even a car crashes, it bursts into flames and/or explodes on impact? Sometimes it even blows up before it hits anything. The exception is in an old turkey called “Capricorn One”, about a faked moon landing. In that movie, a helicopter and a Stearman get into a weird chase scene, and the helicopter ends up flying right into a cliff. Not only does it fail to explode, you can see the Kraft servos and model bits dribble down the cliff. I’ll always believe the pyro special effects charge failed to go off and they didn’t have time or budget to reshoot the scene.

Pilots are all womanizing drunks, right? Where did that come from? Actually, when I got my private license I was pretty sure I’d get at least four inches taller and my jawline would square off. It didn’t happen, and my friends and classmates made comments like “Oh, you have a pilot’s license, how cute.” And then they’d go back to talking about cars, sports or gossip. The girls that were supposed to chase after me never did arrive, and I never did take up drinking. What happened there? Would there have been girls and alcohol if I’d gotten a commercial license?

They do get it right sometimes... there was an episode of The Twilight Zone (OK, if you don’t remember, then you’re too young) where a Boeing 707 flew thru a mysterious bump and went backwards in time. Crew members were serious, professional, and the cockpit talk was spot on.

In the media, model airplanes are, of course, just kids’ toys. Anybody could build them and fly them because they’re small. Actually, with all the electronic wizardry available these days, that can be pretty much true. But it was frustrating when I was flying models in the 70s and we were so seldom taken seriously. It seemed to take lots of study, cash, practice and effort to get one flying in those days.

Wow, now I sound like an old curmudgeon. “Yeah, I had to walk to the flying site with my gear in a bucket and it was uphill both ways...”

OK, sorry. Rant ends.

Fly safe!

**Jerry Deanda**

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### **Folklore or Reality**

Once upon a time there were battling robots TV shows on at prime time. These shows were produced around the idea of pitting one team against the other and the audience draw was the carnage. I heard that “Robots Wars” and “Battle Bots” started when engineering teams at different colleges were tasked with building competition robots that gathered rings or balls or rocks faster than the other teams. And the fun ensued.

However next time, one team, most likely a losing team, took a different approach and thought, what if dropped a guard in front of our robot so that all the rings or balls and rocks were in the new “pen” and we just draw them in and pick them up and the guard will keep the other robots away. And fun for one team only ensued.

Not being fooled next time, the other teams had to make things that could drive over the guard. And then finally to what we remember on TV, “What if we incapacitate the other robot”, and who cares about picking things up, just light the other guys on fire.

Cue the errant drone...er tri, quad, hex, octo-copter guys. This is in the news and newsletters all the time, right? Drone pilots flying where they are not supposed to be whether it is a fire in the hills, or some other’s private property, or too close to an airport, etc. This action is followed by the usual complaints, “will you stop flying that thing” and “can’t you do that somewhere else”, and “respect my privacy”.

And from that point it sometimes gets escalated; the authorities are called. Now this is all when a drone and its operator are close by and can be talked to. At this stage the flying ops are usually halted.

However

What if the drone is around but the operator is not in site? You can't talk to operator, you can call the authorities, but they don't know where the guy is either. How do you stop the "nuisance", SHOULD you stop the "nuisance"?

Now a "drone" buzzing around a vacant public soccer field is probably OK. A drone buzzing an NFL stadium full of people is probably not. And back to what if you can't find the guy? Well some folks are working on this problem. And here are a few of the solutions:

1. Net guns - SkyWall's example touts, "world first...The only way to physically capture a drone intact without the risk of damage to the drone or surrounding area". The maker, Openworks Engineering, states that they have a "smart scope" that can predict the movements of the drone and suggest the correct vertical angle and horizontal movement the user should fire at. Once fired a net entangles the drone. A parachute is deployed so the drone remains intact, to prevent damage to others and retain as information for tracing the owner (using the FAA number?). And the gun has a range of about 1300 feet.



*Net Gun*

2. Drones catching drones (with a net): If range is an issue, send up another drone to take out the offending drone. Don't we do this with real jet fighters? The Excipio drone fires a net that is supposed to entangle the other drone. No parachute though so netted drone falls to the dirt.

3. Radio Wave Guns: Another group has developed a weapon that "uses pulses of radio waves to slowly lower drones to the ground." However, this method has the same issue as the net gun; it is only good for about 1300 ft. And so far this is not approved by the FCC and isn't being sold for consumer use.



*Radio Wave Gun*

4. Trained Eagles: The Dutch Police have a program to train eagles to intercept drones and snatch them out of the sky. Off course there is a point where sending a raptor to chase a drone would place the fowl in danger as the larger drones have big spinny things that will cut the bird's feet.



I am sure there are many other experiments out there. I googled, “potato gun drone” and guess what. Yep someone has done it. And ”SuperSoaker Drone” and... no you probably didn't guess it. But this helps my point. Ares RC make a quadcopter with a squirt gun, and (plastic) rocket launchers so you can shoot back.

And back to Battle Bots. We started with folks flying drones in the wrong places. So others are developing anti-drone measures. So now are there going to be anti-anti-drone measures? And where does it end?

Hopefully not with this guy. I don't think we need full-size flying chainsaws to cut through nets.



Be safe out there.

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