

# The Comets' Tale

*The Official  
Newsletter of the*



**August 2010**

President	George Boston	(805) 646-6992
Vice President	Marilyn Nash	(805) 532-1433
Secretary	Sandy Billings	(805) 487-2215
Treasurer	Emery Balasa	(805) 794-7946
Field Marshal/Safety	Mike Ambarian	(805) 487-2215
Park Liaison	Ken Marsh	(805) 646-1962
Webmaster	Don Sorensen	(805) 968-4288

dsorensen@tri-counties.org

Comets' Tale Editor Jerry Deanda (805) 641-3730 deandamid@charter.net

Comets' Website: [www.vccomets.com](http://www.vccomets.com)

**Board of Directors**

George Boston, Mike Ambarian, Marilyn Nash, Sandy Billings, Emery Balasa

**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 County Comets, AMA Chartered Club #173 and is published monthly at the Comets' Tale Plaza, somewhere in Ventura.

*Editorial contributions are welcome.*

**Next Meeting: Thursday,  
19 August, 7:30 PM at the Oak View  
Community Center**



**Coming  
Up!**

**14-15 August**  
Santa Paula Airport  
Air Show

**21-23 August**  
Float Fly @ Lake  
Cachuma

**17-18 September**  
Field is Closed

**1st Sunday of Each  
Month**  
Open House at Santa  
Paula Airport

**From the President**

Well, part of my duties as your president is to address both the good and bad issues that affect the membership and our flying site. So stand by, here comes some BAD! On Tuesday, the 3<sup>rd</sup> of August when I arrived at the field about 7:45 Berny Hammer and TJ Moran were already there with the gates and impound area open. Berny shared with me that when he arrived around a quarter to seven, he found the field in a big mess. We are speculating that one of our members, who was last to leave the field on either Sunday or Monday, left the impound area open and the gates unlocked. Berny went on to say that the frequency and channel number pins had been removed from the board and scattered all over the grass, taxi way, runway and flight line/tables. The lock securing the roller gate was gone and there was trash scattered around the field. Luckily the keys to the shed were lying on the ground underneath the impound cabinet. The shed was locked and as best as we could determine nothing had been disturbed or removed. The bar that is used to secure the impound cabinet was laying out in the center taxi way between the two fence posts accessing the runway, and appeared to have been thrown there because a chunk of asphalt had been chipped away and was laying next to the bar. Berny and TJ were able to find all the pins and placed

them back in the impound cabinet. They also picked up all the trash. Other than the missing lock, nothing else appeared to be gone.

Needless to say, we were very lucky that there wasn't more damage or theft. It looks like we were the brunt of a bunch of kids having a great time at Berny and TJ's expense. If we have this type of incident occurring again, or the locks opened and/or stolen we can only assume that the combination number to the locks has been compromised and we will have to immediately change the combination number. As for now, we will wait and see what happens next. Hopefully we won't see any further problems.

I have been approached by more than one of our members with suggestions that we require all members using the field to display their membership card on their hat, or somewhere on their person, so we know who our members are, and that we have mandatory sign-in/sign-out sheets to keep track of who is using the field, and who was last to leave. Of course these rules would only be as good as they are enforced. It would be impossible to enforce them 100 % given that there is no controlled access to the field by our members. That is, all of our members know the combination number and can access the field at any time. It is my opinion that if there were only one or two of our members using the field, it's unlikely that these rules would be followed. However, this is a topic that we need to address at the August meeting. **SO PLAN TO ATTEND.** And, to whoever left the gates and impound unlocked, SHAME ON YOU!

On a positive note, we had a great War Bird Fun Fly, Swap Meet and BBQ on Saturday the 24<sup>th</sup> of July. We had 19 fliers, only one crash and some tasty hamburgers and hot dogs. When it was all over, we made \$78 and have enough (frozen) leftovers to have another BBQ for the club members sometime in the future. Thanks to all who helped out.

Well, enough of the president stuff. See ya on the 19<sup>th</sup> and safe flying.

*George Boston*

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## **ROOT'S RAMBLING**

Two great models showed up at the field the other day, one new and one old. Mike Ambarian's new Canadair water bomber is shown in pictures 1, 2, and 3. He did taxi tests (picture 3) and has started the process of getting everything to work properly on this complex model in preparation for flight. Unfortunately the process came to an abrupt halt when he stuck his hand in one of the propellers. After getting a few stitches he says he will be okay. Another reminder we must be careful around our models.





On the same day Don Ashworth brought out his beautiful WW I S.E.5 scale model. He built it 15 years ago and it still looks great. It is shown in pictures 4 and 5 and some of the scale detail can be seen in picture 6 as the model taxis in after a nice flight.



I will close with a couple of pictures of my latest project. I am building a 1/12 scale WW II Fokker T.V “Luchtkruiser” (bomber/ cruiser). The Dutch had one bomber unit equipped with about 16 of these aircraft in May 1940. They lost all aircraft and 19 crew members in less than a week when Germany invaded in 1940.



The Fokker T.V is shown in pictures 7 and 8.



The model parts to date are shown in picture 9 and the nacelle and cowl molds are shown in picture 10.



The fuselage construction is coming along slowly (picture 11) and I'm still working on the nose and tail molds (also shown in picture 11) for the clear nose and tail turrets. I still have to lay up the fiberglass parts, mold the clear plastic parts, finish the fuselage, and build the empennage. I'm finding it to be an interesting project.

*Bob Root*



## July 2010 Minutes

The Comet meeting was called to order by President George Boston on June 15, at 7:30 PM, at the Oak View Community Center.

The May and June minutes were approved. We had no new members and one guest – Elaine Fingold

**Treasurers' Report:** No report.

**Field Marshall/Safety Officer:** Mike Ambarian reminds all “If you disconnect brain, stay away from machinery.” After he adjusted the carburetor on his Can Adair plane, from the front, he got a little too close and ended up requiring 12 stitches. If you go out by yourself, remember how dangerous it is.

**Park Liaison:** Ken Marsh reported all is still good and parking lot still needs grading.

### **Old Business:**

TJ reports that the signs should be done within the month.

The Quaker Fun Fly was attended by 10 Quakers and there were 6 flyers in the Balloon Drop. Leo Gabriels won the event – but lost his plane in doing so. It was reported that he watched the balloon fall while leaning on the rudder. His plane did a perfect 180 and nose dived into the runway.

The War Bird Fun Fly, Swap Meet and BBQ will be held July 24<sup>th</sup> from 8 a.m. to 11, followed by lunch. The \$10 fee gets you flying and lunch. George Boston will cook and there will be hot dogs, hamburgers and potato salad. Mike Ambarian will be there as Safety Officer.

It was voted by the Club that Mike Ambarian should get his name placed on the William “Bill” Gast Perpetual Competitors” trophy for all the hard work he has done for the Club. The trophy was started in 1973.

### **New Business:**

Bud Scolari reported there were items missing in the First Aid kit and will be picking up replacements to ensure a complete kit.

Dennis Fingold has a Quaker, with a bomb drop and OS 52 engine, for sale.

Mike Ambarian brought his Canadair CL-215T in for Show and Tell (all the blood was removed). The plane, an Arrow Design from Quebec Canada, weighed 12 pounds but after covering, fiberglass, paint and 2 pounds of weight in the nose, is now at 22.5 pounds. The plane uses two OS .70 4 cycle engines, has external hinge flaps and retractable landing gear. Mike says it will not be flying off the water.

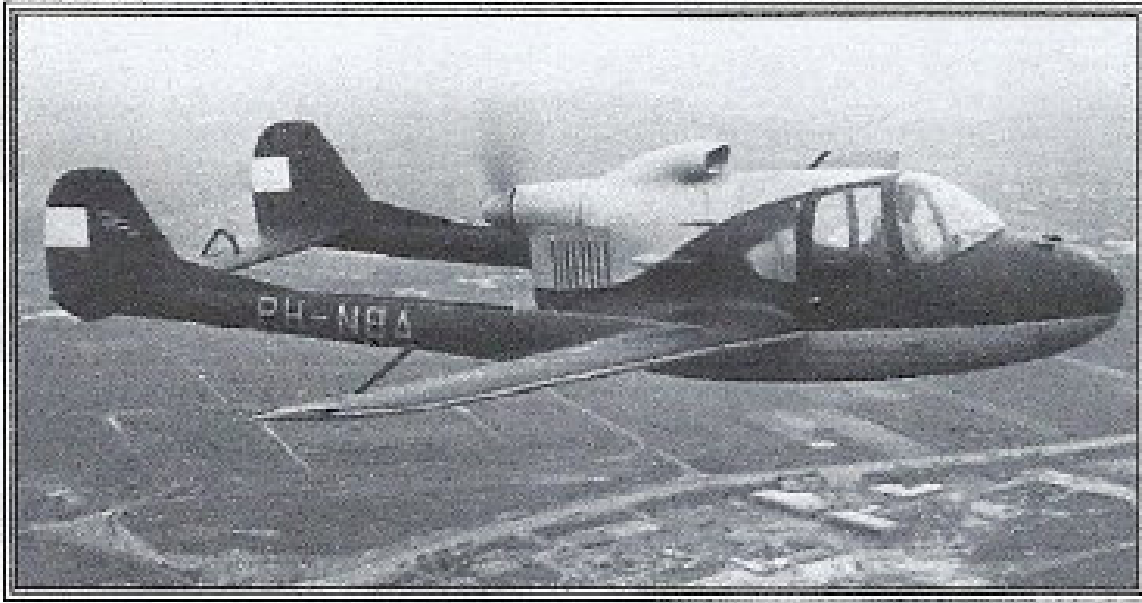
There will be no raffle in August.

The meeting was adjourned at 8:10.

Respectfully Submitted,

*Sandy Billings*





Did you know what the Mystery Plane was last month? Here's the info from Bob Root:

The Fokker F.25 Promotor, first flown in 1946 was a single-engined, twin-boomed, four passenger mono-plane with a pusher engine mounted at the rear of a central nacelle. The F.25

was based upon the design of the Difoga 421 aircraft, powered by a Ford V-8, home-built and designed secretly during the World War II by Frits Diepen, a Ford garage owner of Bergen op Zoom, the Netherlands. Although 20 F.25 aircraft were constructed, sales were disappointing for the same reason that thwarted the sales prospects of so many American post-war designs. A newly built aircraft could not compete in cost with the thousands of surplus aircraft on the market in the years following the war.

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On Sept 17 & 18 the field will be closed to all flying.

The lake will be hosting cross country races.

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### **For Sale \$100.00**

Polk Tracker II 8 Channel FM transmitter with all the features you would expect with a computer radio. Comes with four receivers, instruction manual, battery charger.

The Tracker II is a synthesized FM transmitter that can operate on all 50 aircraft channels with 99 model memory.

A built in scanner will tell you if someone is transmitting on your frequency. The transmitter and receiver can use positive or negative FM deviation enabling you to use the transmitter with any receiver or the receiver with any transmitter.

These comments were taken from Bob Aberle's review, Feb. 2004 Model Airplane News.

Reason for selling, switched to 2.4 GHz.

**Contact Emery Balasa 805-794-7946**

# Tips & Tricks

## **Don't cut that wire!**

When your cell count gets too high for your speed control's BEC and you want to disable it, cut the positive (red) wire that runs from the speed control to the receiver. If you cringe at the thought of cutting the wire on your expensive speed control, here is a simple solution: buy a short servo extension and cut its positive wire. Plug the servo extension between the speed control and the receiver; now, if you want to use the BEC in another installation, just omit the extension!

## **Plugged CA Applicators**

The long, thin CA applicator tips work great, except when they're clogged or gummed up with dried glue. After you've finished using them, soak them in acetone; they will be clean and will last forever. This will even work for tips that have dried CA on them, and it works great on spray-can nozzles too.

## **Prop Balancing**

I just read in a post about how a propeller was balanced by removing some of the tip of a blade. The better way to balance a propeller is by sanding the back (flat side) of the heavy side near the tip. You can also balance by applying clear dope, colored dope, or CA to the lighter blade. The CA can be sanded for smoothness.

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From the monthly newsletter of the Mid-Missouri Radio Control Association

## **Landings: Touch-and-Go or Bounce-and-Go?**

by Glynn Mount, from the Cam Journal, Central Arizona Modelers, Inc,

"Touch-and-go" is a great way to practice landings. It's a sure way to rapidly improve your technique. Even the best of us, however, will bring one down a little too hard once in a while, and the inevitable result will be a bounce.

The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unattended, of course, the first bounce will be followed by a second, and if the second bounce doesn't break your propeller, you might be lucky enough to dribble to a stop before running off of the runway.

This type of landing often will bring an enthusiastic response from the critics sitting on the sidelines.

There are however, a couple of ways you could recover from a bad bounce and keep your dignity intact. One is to maintain "full back pressure" on the stick (i.e. full up elevator) in the hopes that there is enough flying speed to cushion the second bounce. If the bounce is more of a high-speed skip, this method works well.

The second method is to immediately apply power and return to level flight.

I've tried both methods, and a "bounce-and-go" with quick application of power will usually result in a more positive recovery from a bad bounce. If performed with finesse, you might even make it look as though you did it on purpose.

The best landing procedure is to hold the aircraft off the deck a foot high with idle power and try "not to land." The airplane will slow and "sink in" in spite of you, giving you a smooth transition from air to ground. →