

# The Comets' Tale

*The Official  
Newsletter of the*



**August 2014**

President	Alastair Brennan	(805) 388-0180
Vice President	Dale Nash	(805) 532-1433
Secretary	Lynn Breedlove	(805) 933-6647
Treasurer	TJ Moran	(805) 890-2217
Field Marshal/Safety	George Lanquist	(805) 646-5365
Park Liaison	John Dugan	(805) 646-6898
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

Alastair Brennan, George Lanquist, Dale Nash, Lynn Breedlove, TJ Moran

## Instructor Pilots

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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, 21 August  
7:30 PM at the Oak Park Community Center**

**Coming  
Up!**



### **SBRCM Float Fly at Lake Cachuma**

No BBQ, No raffle, just  
flying! Fri. thru Sun.,  
22-24 August

### **Camarillo Air Show**

Sat. & Sun, 23 & 24  
August

### **Comets Float Fly**

Sat. & Sun., 18 & 18  
October

### **First Sunday of each Month**

Open House at Santa Paula  
Airport

Free Young Eagle rides for  
kids 8-18 years old

## *Prez Sez!*

Last month we had the scheduled Warbird day, swap meet and BBQ. We had close to 20 pilots and all shapes and sizes of warbirds. A few of the folks brought things to sell. I came home with a kit, which I'll add to the pile of stuff to build.

A BBQ lunch of dogs and burgers was done by the BBQ brothers. Thanks again to Mike and Steve for taking care of this.

Some pictures of the morning:





The bad news is Warbird day left us with extra food. The good news is it did not go to waste. Two weeks later we had a BBQ and open flying. What I coined as the “2nd annual left over day”. Again a number of members came out for this and Mike and Steve cooked for us again and believe it or not, in between BBQ’ing Mike actually flew! We also had a 9 year old guest (and his dad) from Moorpark that got a very small T-28 and a powered glider up and down in the wind.

That FAA interpretive rule still hangs over our heads. Deadline for comments is September 23rd. More info here:

<http://amablog.modelaircraft.org/amagov/2014/07/17/understanding-the-faas-interpretation-of-the-rule-and-how-to-comment/>

And post a comment here:

<http://www.regulations.gov/#!submitComment;D=FAA-2014-0396-0001>

It goes without saying that the Lake is busy with the usual onslaught of summertime campers. Watch for these folks as they walk around the runway. Use caution when preparing to take-off or land. I know we typically have a good group in the peanut gallery that will watch out for the guy flying, keep this up. If the bystanders won’t move off, don’t take off until it is safe. I noticed a good example of this just a couple weeks ago. A group of hikers wandered across the far end of the runway and then stood only a few yards from the edge of the runway and waiting for the idling plane to take off. The pilot also stood there with his hands in his pockets (plane idling) waiting until it was safe. An “Atta-boy” to him for his patience and putting safety first. Better safe than sorry. Keep this in mind.

The flying field will be open Labor Day weekend. The reason I bring it up is the last few years the back half of the lake was rented by a large organization. This year that is not happening so we will have access to the field Labor Day weekend - Labor Day is September 1.

If full scale stuff is your thing the Camarillo airshow is August 23-24 – Probably a few days from when you are reading this.

*Alastair Brennan*

## ROOT'S RAMBLING

As many of you know I attended a scale competition in late June. Tom Wolf and TJ Moran were the ones that convinced me I should enter my new WACO YMF-5 in some scale contest. Since my wife and I were planning a trip to Portland this summer anyway I found that the 2014 Oregon Scale Fly-In & USSMA Challenge was scheduled for June 28 and 29 in the Portland area (North Plains). Scott Enochs, the contest director is a friend of Tom Wolf and was very helpful. I haven't competed in any type of contest in 25 years, but I found this one to be a lot of fun (even though I was pretty nervous).

This event was a combined scale contest for those who wanted to compete and a scale fly-in for those who didn't want to compete. This worked very well and I would recommend this format for any club interested in scale. There were three scale events; Pro Am Sport, Pro Am Pro, and Expert. Pro Am Sport is a novice event for those who haven't competed in any scale contest. Pro Am Pro is for those don't want to build but want to compete. There is no builder of the model requirement. Both events only require one page of documentation which shows you are entering a scale or semi-scale model of a full size airplane (not necessarily the same color etc.). Even a picture is accepted. The static points (25 for Sport or 30 for Pro) are automatic if documentation is provided. The Expert class requires that the model be built and flown by the entrant. Detailed documentation (up to 8 pages) is required. A three or more view drawing is required plus color scheme, markings, and proof of color. Photos of the airplane being modeled are required for maximum detail and workmanship points. The maximum static points available are 100. In addition all of the models are judged in flight for how well they represent the modeled full scale aircraft in the air. Everyone must fly 10 maneuvers 5 of which are standard and 5 are picked by the contestant. One of the maneuvers is overall flight realism so the entire flight is judged on how realistic it is.

How did I do? Well I learned a lot. I entered Expert and actually placed third in static points but fifth overall. The flying was a challenge as only my first flight was completed. After that the engine quit every time I flew. With the club experts (Tom Wolf and TJ Moran) helping me we have now solved the problem.

The Expert class had 7 entries and was won by Scott Enochs with the Nieuport 11 in picture 1. This is a relatively small model by today's standards but beautifully done. He had 99.25 static points!



Mike Brewer placed second with a large Stinson V77 (picture 2). He received 98 static points.



Third place went to Randy Smithhisler who flew the Piper PA-12 shown in picture 3. His static score was lowest of the entrants but he flew beautifully and had the

highest flight score.

A small AU-23A Peacemaker (picture 4) placed 4th.





My WACO (picture 5) was 5th.



Don Schaefer and his grandson competed with the beautiful Stinson shown in pictures 6 and 7 and placed 6th. He crashed on his first flight I think because of engine failure. It was hard to get back over the high crop to the runway. This model was exactly like the Stinson which my Oregon State College aeronautics class used for flight testing in

1958 and 1959 (even the color).



The entrant shown in picture 8 crashed on a test flight before it could be judged.



The Pro Am Sport event had two entrants shown in in the order of finish in pictures 9 and 10.





The Pro Am Pro class was very competitive with three of the four entrants shown in pictures 11, 12, and 13.



The weather was stormy on Saturday (pictures 14, 15 and 16) but improved on Sunday (picture 17).



*Bob Root*

## **MINUTES of the JULY 2014 MEETING**

### **Meeting was called to order by Club President, Alastair Brennan, at:**

- 7:29 pm

### **New Members & Guests:**

- Nineteen members were present. Joe Horswell, a previous member who has rejoined the club was present and welcomed back by the members.

### **Treasurer`s Report: ( T.J. Moran)**

- The Treasurer`s Report was displayed on the whiteboard and reviewed by T.J. Expenses for June, including the pizza & subs, was approx. one thousand dollars.
- The Treasurer`s Report for June was approved and seconded by the members.

### **Safety Officer`s Report: (George Lanquist)**

- George stated that there have not been any problems at the field. There were, however, two crashes. No details.

### **Park Liaison Report: (John Dugan)**

- No report. John Dugan was not in attendance.

### **Old Business:**

- Discussed low turnout for the Quaker Fly. It was determined that the main cause was the mistake in the date of the event and notice was short.
- Runway repairs are on a continuing basis – cost is up to approx. \$7000.

### **New Business:**

- The June Meeting Minutes were approved and seconded.
- Warbird fly is on July 27<sup>th</sup>.
- FAA emails was brought up and discussed. It has come to their attention that some modelers may be making a profit by using models, such as “quad-copters”, for pictures, videos and other purposes. It was stated that the FAA may try to regulate models. AMA & FAA emails and info should be monitored by modelers.

### **Model of the Month:**

- None for June.

### **Raffle:**

- The raffle was good and deserving modelers won great model stuff. (Lynn Breedlove is filling in for the vacationing Marilyn Nash)

### **Meeting adjourned at:**

- 8:05 pm

Respectfully submitted:

*Lynn Breedlove - Secretary*

## **Randumb Thots :-)**

The email exchange below between Comet Don Sorensen and World Class Dad Rich Crawford looks to me like a model of how two gentlemen deal with each other. Young Robert has a great role model and our guy Don Sorensen did exactly the right thing here. And the Comets who met with Rich and Robert at the field and helped them have good time deserve mention too!

Hi,

My name is Rich Crawford. I have a 9 year old son who is learning to fly RC planes. He has spent many hours on the Real Flight simulator, and has been flying a few planes for several weeks now. He has a motorized glider which he still struggles with, and micro elite T-28 which he flies quite well. He also has a PBY that has never flown. He does have his AMA card, and we were wondering if he could come and fly at your airport. We are spending the weekend camping at Lake Casitas, and was wondering if anyone would be available to allow him to fly and to help him out. I'm sure that you would want to buddy box with him. I am not familiar with the weather conditions there, but we would be available on Friday afternoon into evening, all day Saturday and Sunday morning, whatever would be convenient for you. You can contact me at this email address, or my cell phone number is .....

Rich Crawford.

Hi Rich,

Thanks for your inquiry. There will be members present at the flying field on Saturday and probably Sunday. You will find most flying happens in the morning hours due to prevailing winds and the angle of the sun relative to the part of the sky we fly in.

Flying starts around 8 AM. Just go to the field with your airplanes and current AMA card (original only) and introduce yourself. Chances are good there will be at least one pilot trainer present to assist.

Don Sorensen

Hi Don,

I wanted to thank you and all that were at the air field last Saturday. Everyone made Robert and myself feel very welcome. Further, everyone was very patient and encouraging to Robert. Robert is only 9 and is just learning to fly, but I believe that he is doing very well.

We live in Moorpark and won't be able to come out very often, but would like to come again. I will be sending an application for membership for Robert next week.

Thank you all again so much. Robert and I really had a great time at the air field.  
Rich Crawford

The continuing saga of Lola's stabilizer... the mod on the actual stabilizer spar went hard since the airplane seems to have been built in a hurry and so not all the rivets ended up in the right places. If they'd been off by an inch I could have worked around them pretty easily but a 1/4" error makes them want to overlap and I had to be a bit creative in re-engineering some things. I'm pretty happy with it now and so I tore into the fuselage planning to fix the way the stab attached to the fuselage...and unriveted my way into another can of worms. One of the attach bolts ran thru the radius in the aluminum angle that runs across the fuselage and so that angle needed to be replaced, and new holes drilled into the new angles on both the stabilizer and the fuselage. Worse, see the roundy notches in the top longerons in the first picture? (you're looking down and slightly aft) Actually, those should have been holes thru the middle of the longerons where the two outboard attach bolts attached the stab to the longerons, but the builders just missed by half a hole, and again, that was worse than a big miss. No way to splice that extrusion, so after some consultation with my aero engineer buddy, Dave Watson, we decided to blend the notches and then I'll be adding a big doubler plate on top of the skin there, which will replace the nonstructural aluminum spacer that was there before. It will pick up eight of the existing rivet

holes and carry the loads back into the longerons. I have all but one part built and ran out of material for the last part, so as soon as we get back from vacation, I'll get some aluminum, make that last part and do some riveting, drill 4 holes and put the poor airplane back together, better than it was before. One thing after another....

*Jerry Deanda*

