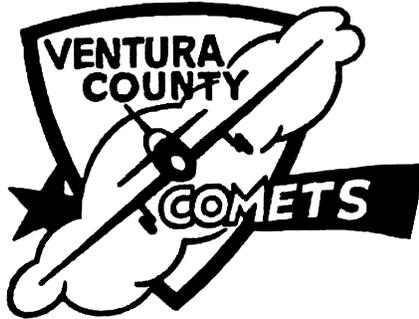


The Comets' Tale

*The Official
Newsletter of the*



December 2011



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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.

Next Meeting: **7:00 PM,**
Thursday, 15 December, at the
Oak View Community Center
Christmas Dinner Meeting!

Coming Up!



**Thursday,
15 December
7 PM**

Comets' Christmas Party
Call Marilyn Nash for
Potluck

**Friday, 6 January to
Sunday 8 January**
AMA Expo at the Ontario
Convention Center

**NO Open House at Santa
Paula Airport in January!**

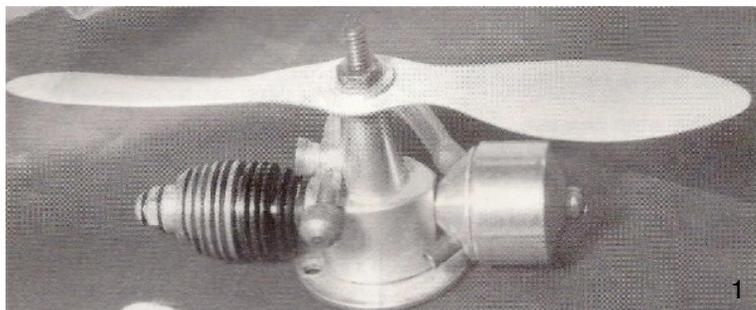
From the President

The last time I wrote an update for the Tale, it was for the August newsletter. My wife and I took a three months motor home trip to Canada and had a wonderful time, but it sure felt good getting back home, especially being back in the good old USA. (Boy, is it expensive traveling/living in Canada.) At the November meeting we voted in a new Vice President, Dale Nash. Many thanks to Marilyn for all her hard work over the past two years serving as our Vice President. Nobody volunteered to run for the positions of Field Marshal/Safety Officer, and President. Consequently, Mike Ambarian, and yours truly volunteered to extend our present terms for one year. Next year we will be filling the positions of President, Treasurer, Secretary, and Field Marshal/Safety Officer.

The November Club Member's Only Float Fly was a lot of fun on Friday and Saturday, but unfortunately Sunday was a "rain-out". I did a Hot Dog and Hamburger lunch on Friday, and Mike and Steve Steinmetz did tri-tip sandwiches on Saturday. Thanks to everybody that lent a hand to make this event a success, and a good time for all.

Don't forget that our meeting on 15 December will be the annual Christmas Party and Pot Luck dinner. The meeting starts at **7:00 PM**. Marilyn, as always is coordinating what to bring to the Pot Luck. I volunteered to cook the turkey, so somebody better volunteer to make the mashed potatoes and gravy. (If you haven't talked to Marilyn yet, give her a call at **(805) 532-1433** and she can tell you what you should bring.) We will also conduct the special December raffle (no cost) by random selection of names from all the members that have attended our monthly meetings since July. At each monthly meeting each attendee puts their name on a ticket that goes into this drawing. The more monthly meetings you attend the more times your name goes into the drawing, which improves the odds of your name being drawn. **However, you must be in attendance at the drawing to receive your gift if your name is drawn.** We do this twice a year, in June and again in December. Without a doubt, names will be drawn for members that are not at this meeting. When this happens, we pull another name until we hit on someone in attendance. These are always great prizes, with a great dinner, so plan on attending the Christmas Party and Pot Luck dinner. If it works out that you can't make it to the party, please have a happy and safe holiday, and I will see you next year.

George Boston



Root's Rambling

Picture 1 is a little teaser. Does anyone recognize what this is? A description can be found at the end of this Rambling.

Tom Wolf has now flown his 10 foot wing span Mosquito successfully. He says it flies great and he is very happy with its performance. He is readying it for flight in picture 2 and pictures 3 and 4 show it in flight. A video of the flight can be seen at <http://www.youtube.com/watch?v=FwtlQRZ3jTs>





cross country Bendix Trophy race and utilized a 535hp engine and a fuel capacity of 302gal while it's R-1 sister ship utilized an 800hp supercharged engine with a fuel



Gehlbach finished fourth in the Bendix race due to oil leak problems. A replica of the Gee Bee Model Z which



In my continuing discussion of race planes from the golden age of racing I have included a few of the more popular designs which I have seen modeled. In fact I have plans for some of them. Picture 5 shows the Gee Bee R-2 replica which was built by Steve Wolf and flown by Delmar Benjamin at various air shows over a period of several years. The R-2 was designed for the 1932



capacity of 160gal and was designed for the Thompson Trophy pylon race. Jimmy Doolittle won the 1932 Thompson race in the R-1. Lee



won the 1931 Thompson Trophy is shown in picture 6. That same year the Model Z crashed during a speed dash attempt to break the world record. Later in 1932 Jimmy Doolittle set a new world landplane



speed record of 296mph in the R-1. That was the last year the Granville Brothers were successful with their racers. Both the R-1 and R-2 crashed in 1933 and every rebuilt version after that also crashed.

An unusual design that has been popular with modelers is the 1932 Hall Bulldog shown in picture 7. It was designed by Robert Hall after he

left the Granville Brothers. He flew it to 6th place in the 1932 Thompson Trophy race. It never raced again but was flown for sport. The Laird Super Solution shown in picture 8 was one of the last successful biplane racers. Jimmy Doolittle won the 1931 Bendix Trophy Race flying the Super Solution. The Laird-Turner Meteor shown in picture 9 was a very successful racer. Roscoe Turner flew it to first place in both the 1938 and 1939 Thompson Trophy race. The Travel Air Mystery ship shown in picture 10 often called the Travel Air Mystery S won the 1929 Thompson Trophy race flown by Doug Davis.

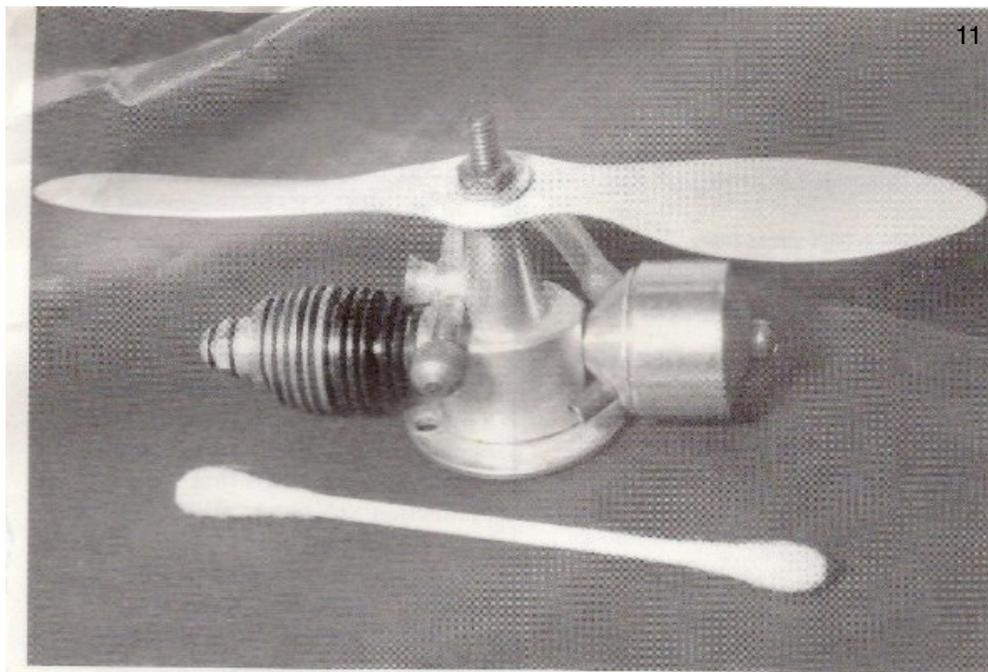


The “old timer” shown in picture 1 is repeated in picture 11 with more info.

This K&B Infant .020 cu. in. engine was designed by Lud Kading (the ‘K’ of K&B) in 1948 as a substitute for rubber and CO2 power in small sport free flight models. Glow fuels then were far from consistent (the glow

plug was only two years old at the time), and the stamped sheet-aluminum propeller that came with the Infant lacked efficiency. For those reasons, plus the rapid emergence of larger (!), more powerful ½As, such as the Baby Spitfire .045 (my first engine) the Infant’s popularity declined considerably.

I hope everyone can make it to the club Christmas party. In any case have a Merry Christmas.



Shorter than a Q-Tip™, original 1948 K&B Infant is complete with tank and sheet aluminum prop. Installation not tricky.

Bob Root

MINUTES of the NOVEMBER 2011 MEETING

President George has returned from vacation and called the meeting to order at 7:33. We had 19 people present; including one new guy.

Old Business

We reviewed the Minutes and they were approved.

The nominating committee (Dale Nash) reminded us that each year we must hold an election. As mentioned previously the positions of President, Vice President, and Field Marshal are available. The group turned the following results from a quick debate/vote:

George Boston will remain President for another year. Dale Nash will take over the Vice President duties, and Mike Ambarian will remain as the Field Marshall.

To not get into too many details; the bylaws of the club says that an individual can remain in a position for an additional year, if there are no other volunteers. So the good news is that you avoided the responsibility for a year. The bad news is you only have a year to dream up an (another) excuse.

Dale also has taken up the task of inventory management. He has it about wrapped up and it will be published in the next newsletter.

The Park Liaison position, which has been held for many years by Ken Marsh, will now be filled by John Dugan. The club recognized the many years and great effort that Ken has put in for the club to strengthen our relationship with Lake Casitas.

Treasurer TJ Moran was on vacation, but a report was given in the usual fashion by Mike Ambarian – short and to the point. The bottom line, we made about 1000 bucks from the Float Fly after all the bills were paid.

The Field Marshal reported that the Float Fly went well. There were no problems then or during the rest of the previous month flying from the paved runway. However he did bring up that the main runway is still peeling, yet as a group we are not sure what we can do about this.

Lastly the Field Marshal brought up that during the Float Fly there were only 2 workers to help launch and recover planes on Sunday.

Another member recommended a safety check for the airplanes at the Float Fly. It seems a few accidents were the cause of something overlooked by the owner.

New Business:

The end of the year (Christmas Party) meeting will be Thursday, the 15th of December, and it starts a half-hour earlier (7:00). Vice President Marilyn is playing hostess again. Let her know if you are coming and how many others you are bringing and what you are bringing to eat. Her contact info is on the masthead.

We have scheduled a club-only float fly for November 18-20. A ranger is scheduled to drop by and inspect planes again. Hopefully you had a chance to take part in this. There were hot dogs and burgers Friday and tri-tip sandwiches on Saturday.

We had an entry to the model of the month. Tom Wolf brought a De Havilland Mosquito. This is a larger sized plane to a sister ship that he used to compete in the Masters.

Tom's plane was built from plans, yet he had to make retracts, canopy and fiberglass engine nacelles.

Cockpit detail was care of pilots from Best Brand and painted my Tom's son. The instruments were from a company in Czechoslovakia.

Respectfully Submitted,

Alastair Brennan

