

# The Comets' Tale

*The Official  
Newsletter of the*



**June 2014**

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

**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 June  
7:00 PM at the Oak Park Community Center  
A Little Early for Pizza and Sandwiches!**

**Coming  
Up!**



**Comets Warbird Day**  
Sunday, 27 June  
Lake Casitas

**Sat. & Sun,  
23 and 24 August**  
Camarillo Air Show

**Sat & Sun, 18 and 19  
October**  
Comets Float Fly at Lake  
Casitas

**First Sunday of each  
Month**  
Open House at Santa Paula  
Airport  
Free Young Eagle rides for  
kids 8-18 years old

## *Prez Sez!*

I missed the meeting last time and will miss the one in June too. The May absence was business – the 8-5 grind turned into 8-(almost) 8. This time (June meeting) I'm off on my other vice - the car-racing thing.

However a few notes for the club.

John Dugan, and I expect a few others, striped the runway a few weeks ago. This means two things. 1st, we must have confidence in the fabric top stay put for a while. 2nd, this is a requirement from the Lake. Thank you to the paint-stripping team

Warbird day is coming up on July 27. So dust off that military machine and bring it out to the field.

A Cub Scout troop stopped by the field the last weekend in May. The scout

leader had contacted us through the web site to tell us the date of the campout. I passed on the message to a few members who brought planes for





show and tell. Bob Root gave a quick presentation on how a plane flies and an overview of modeling. This group is from Santa Barbara and the group had about 15 kids and a few dads. TJ and Bob Root each brought trainers and we took up every scout that wanted to fly and some of the dads. I also brought an R/C simulator on a lap top and they could practice before flying the real plane. The scout leader sent me a message after and said that it was the highlight of their campout. I also sent a note to our contact at the Lake to tell her about the event with the scouts. Thanks to TJ and Bob for entertaining the troops. A few pictures follow.

Is it too early to mention the October Float Fly? We need to get a CD in place to start on the paperwork submission.

Bring your appetite to the June meeting. Pizza and sandwiches and drinks. We start early this time. 7:00. Should be fun. Hopefully see you at the field and hopefully the July meeting.

*Alastair Brennan*



### *Root's Rambling*

I have a few pictures and an interesting discussion of full size racing.

Picture 1 shows the models at the Flying Circus Warbird Fly In which I attended last month. The weather was perfect and this is a great place to fly.

I flew my Fokker Dr.I (picture 2) and had a great time.



Picture 3 shows some of my large scale models. I put these together to show a friend who wanted to see them.



John Dugan built the AT-6 shown in pictures 4 and 5 from plans.

4

He had a lot of trouble getting the engine to run properly but finally got it flying. It seems to fly great.



5



6

George Lanquist built the 11 once quaker shown in pictures 5 and 6.

It flies just like any other Quaker.



7

# ONE SECOND IN THE LIFE OF A RACER

BY TOM FEY

THE UNLIMITEDS GO FLASHING THROUGH THE RACECOURSE, ENGINES HOWLING, AIR SHEARING, HEAT WAVES STREAMING. FOUR HUNDRED EIGHTY MILES AN HOUR IS 8 MILES A MINUTE, AND THE ELITE RACERS TAKE ABOUT 70 SECONDS TO COVER THE 9.1 MILE RENO COURSE. IF YOU COULD TAKE A SOUPED P-51 RACER FLYING THE CIRCUIT AT RENO, SLOW TIME DOWN, AND EXAMINE JUST ONE SECOND, WHAT WOULD YOU FIND?

IN THAT ONE SECOND, THE V-12 ROLLS-ROYCE MERLIN ENGINE WOULD HAVE GONE THROUGH 60 REVOLUTIONS, WITH EACH OF THE 48 VALVES SLAMMING OPEN AND CLOSED 30 TIMES. THE TWENTY FOUR SPARK PLUGS HAVE FIRED 720 TIMES. EACH PISTON HAS TRAVELED A TOTAL OF 60 FEET IN LINEAR DISTANCE AT AN AVERAGE SPEED OF 41 MILES PER HOUR, WITH THE DIRECTION OF MOVEMENT REVERSING 180° AFTER EVERY 6 INCHES. THREE HUNDRED AND SIXTY POWER PULSES HAVE BEEN TRANSMITTED TO THE CRANKSHAFT, MAKING 360 SONIC BOOMS AS THE EXHAUST GAS IS EXPELLED FROM THE CYLINDER WITH A VELOCITY EXCEEDING THE SPEED OF SOUND. THE WATER PUMP IMPELLER HAS SPUN 90 REVOLUTIONS, SENDING 4 GALLONS OF COOLANT SURGING THROUGH THE ENGINE AND RADIATORS. THE OIL PUMPS HAVE FORCED 47 FLUID OUNCES, ROUGHLY ONE-THIRD GALLON, OF OIL THROUGH THE ENGINE, OIL COOLER, AND OIL TANK, SCAVENGING HEAT AND LUBRICATING THE FLAILING MACHINERY. THE SUPERCHARGER ROTOR HAS COMPLETED 348 REVOLUTIONS, IT'S RIM SPINNING AT MACH 1, FORCING 4.2 POUNDS OR 55 FT<sup>3</sup> OF AMBIENT AIR INTO THE COMBUSTION CHAMBERS UNDER 3 ATMOSPHERES OF BOOST PRESSURE. AROUND 9 FLUID OUNCES OF HIGH OCTANE AVIATION FUEL, 7843 BTU'S WORTH OF ENERGY, HAS BEEN INJECTED INTO THE CARBURETOR ALONG WITH 5.3 FLUID OUNCES OF METHANOL/WATER ANTI-DETONANT INJECTION FLUID. PERHAPS 1/8 FLUID OUNCE OF ENGINE OIL HAS BEEN EITHER COMBUSTED OR BLOWN OVERBOARD VIA THE CRANKCASE BREATHER TUBE. OVER 1.65 MILLION FOOT POUNDS OF WORK HAVE BEEN DONE, THE EQUIVALENT OF LIFTING A STATION WAGON TO THE TOP OF THE STATUE OF LIBERTY.

IN THAT ONE SECOND, THE HARD-RUNNING MERLIN HAS TURNED THE PROPELLER THROUGH 25 COMPLETE REVOLUTIONS, WITH EACH OF THE BLADE TIPS HAVING ARCED THROUGH A DISTANCE OF 884 FEET AT A ROTATIONAL VELOCITY OF 0.8 MACH. FIFTEEN FLUID OUNCES OF SPRAY BAR WATER HAS BEEN ATOMIZED AND SPREAD ACROSS THE FACE OF THE RADIATOR TO ACCELERATE THE TRANSFER OF WASTE HEAT FROM THE COOLING SYSTEM TO THE ATMOSPHERE.

IN THAT ONE SECOND, THE AIRCRAFT ITSELF HAS TRAVELED 704 FEET, CLOSE TO 1/8 MILE, OR ROUGHLY 1.5% OF A SINGLE LAP. THE PILOT'S HEART HAS TAKEN 1.5 BEATS, PUMPING 5.4 FLUID OUNCES OF BLOOD THROUGH HIS BODY AT A PEAK PRESSURE OF 4.7 INCHES OF MERCURY OVER AMBIENT PRESSURE. OUR PILOT HAPPENED TO INSPIRE DURING OUR MEASURED SECOND, INHALING APPROXIMATELY 30 CUBIC INCHES (0.5 LITER) OF OXYGEN FROM THE ON-BOARD SYSTEM, AND 2.4 MILLION, YES MILLION, NEW RED BLOOD CELLS HAVE BEEN FORMED IN THE PILOT'S BONE MARROW.

IN JUST ONE SECOND, AN AMAZING SEQUENCE OF EVENTS HAVE TAKEN PLACE BENEATH THOSE POLISHED COWLINGS AND VISORED HELMETS. IT'S THE WORLD'S FASTEST MOTORSPORT. DON'T BLINK!

*Bob Root*

## MINUTES of the MAY 2014 MEETING

### Meeting was called to order by Club Vice President, Dale Nash, at:

- 7:30 pm

### New Members & Guests:

- 16 members present
- Membership stands at 82 (7 of which are lifetime members)

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

- T.J. gave the Treasurer`s Report:
  - Profit from the float fly was \$775 & change. This was mostly due to 52 registered pilots which we haven`t seen for a while. Treasury is finally growing again.
- T.J. posted three important documents for membership view as follows:
  - Runway cost tally from the beginning to now.
  - IRS filing.
  - Float Fly balance sheet.

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

- All is well – no current problems. J. Dugan is watering the trees at the site.
- The “Park” has no safety issues at this time.

### Park Liaison Report: (John Dugan)

- No report – John Dugan not in attendance.

### Misc:

- Harry Sanchez gave the latest info on the Condors Field – the university shot down any further IMAC events. The flying schedule is two to three days a week (different days each week) and alternates from week to week.
- Dave Fishman warned the membership of Hobby King problems with shipping etc. (I`m having problems with them myself)

### Old Business:

- Discussion continued about the ongoing problem with the runway membrane.
  - Flaps that the wind blows up are being reglued with 18” wide strips of membrane and using Henry`s 57 glue. This seems to work pretty well but it`s a continuing problem.
  - The question was brought up by T.J. as to when the membrane will stop shrinking. It originally was stated by the company that about 2 weeks to shrink then it would stabilize. It`s still shrinking now several months down the road. Attempts by Dale Nash to contact the company has lead to being put on terminal hold.

### New Business:

- Meeting minutes for April were approved and seconded.
- This weekend (Sat. 17<sup>th</sup>) is the electric and small gas fun fly.
- June meeting: extra goodies – food and semi-annual drawing for a great item such as an engine or plane.
- Lynn Breedlove will bring the pizza and sodas. Mike Taylor will bring the sub sandwiches.

### Model of the Month:

- One entry – Dennis Fingold showed his new Pheonix models Edge 540. He said it was a good ARF kit. It had a few minor problems but mostly it went together well. Directions were bad. Power is an O.S. 91 4S. Weight is about 9 lbs. Plane has not been flown yet.

### Raffle:

- Outstanding club members won great stuff.

### Meeting adjourned at:

8:22 pm



Respectfully submitted:

*Lynn Breedlove* - Secretary