

The Comets' Tale

*The Official
Newsletter of the*



May 2010

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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,
20 May, 7:30 PM at the Oak View
Community Center**



**Coming
Up!**

June 4-6

Float Fly at Lake Cachuma
Santa Barbara R/C
Modelers. No BBQ, or
raffle

**30 May
Comets**

Electric Fun-Fly &
Glowpower $\leq .15"$. + BBQ

14-15 August

Santa Paula Airport
Airshow

**1st Sunday of Each
Month**

Open House at Santa
Paula Airport

From the President

Well it's mid May and summer is almost here. Overall the weather has been great for flying and the lake is beautiful. The April Float Fly was a lot of fun with excellent attendance on Saturday. The number of flyers on Sunday fell off, but we still had a great time. Everybody seemed to enjoy themselves, and we didn't have that many crashes, although there were a few spectacular ones. Thanks to everybody that helped out with the event. I had a number of visitors approach me and tell me how much they appreciated us hosting the event, and that our float flies are the best in all of Southern California (organization, safety, and flying, camping and eating).

Joe Horswell and TJ Moran have been working their little behinds off preparing new signs for the field. They plan to present the new signage at the May meeting, seeking comments and approval. The lake management has requested that we go over the signs with them regarding the requirement of having valid AMA membership before flying at the field. We now have a signed/finalized use agreement with them that spells out what our responsibilities are, and theirs with managing the field. They want to make sure that the AMA membership requirement is

clearly posted at the filed. The old signs were really dated and there have been a number of changes. So, please mark the 21st on your calendar and plan to attend the May meeting. We need your thoughts and comments.

Take care, and good flying.

George Boston

ROOT'S RAMBLING

In April the Ventura County Comets held their annual spring float fly. We had a good turnout with 59 entrants and many more air-planes. I have a lot of pictures taken by George



Boston and myself to show you this month so I will get right to it. Picture 1 gives an overview from the lake. Look



at how calm the water was. The weather was perfect all weekend.

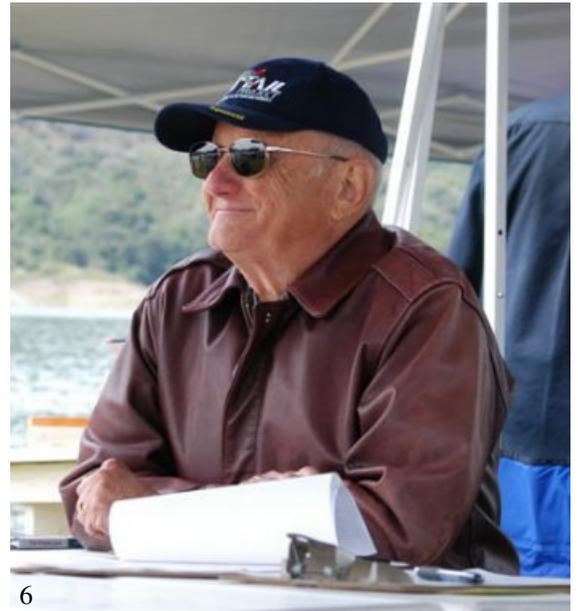
There were lots of air-planes with lots of pilots and their sun shades in a beautiful setting. TJ Moran provided the rescue boat and his services the entire weekend (picture 2 and 3). A wonderful tri-tip lunch was cooked and served both Saturday and Sunday by the Steinmetz brothers and all of their willing help-



ers (picture 4). Dale and Marilyn Nash put together a great raffle with some of the prizes shown in picture 5. The wives do a great job of selling tickets. Don Ashworth and Emery Balasa handled the registration table and collected the money.



I couldn't resist including Don's picture (6).



6



7

We had two great scale flying boats entered this year. The Boeing and Sikorsky Clippers are shown in pictures 7 and 8.



8



9

The Boeing Clipper is being launched in picture 9.



The Sikorsky is shown in a fly by in 10.

10



11

I couldn't leave out the shot of the Boeing Clipper in the middle of a roll (11). A good looking large standoff scale Supermarine Schneider racer is shown in pictures 12 and 13.



12



13



14

Picture 14 shows some of the pit activity.



A large number of the Piper Cubs were in attendance (picture 15). These models ranged from 10 in. span to 1/3 scale.



A nice electric powered Canadair is shown in picture 16.



Picture 17 is a nice looking semi scale Pilatus Porter with a video camera taped to the left wing. Some of these cameras are so small now that I saw them mounted on the tiniest electric powered airplanes.



Picture 18 is a beautiful picture of a nicely done Antic monoplane.



Most everyone had a great time, but picture 19 shows the remains of one of the models which wasn't as fortunate. To finish off, the last picture (20) shows an r/c surfer doing his thing. He could turn on a dime and right himself whenever he tipped over unlike some of the model airplanes.



I hope everyone is enjoying the great spring weather we are having.

Bob Root

April 2010 Minutes

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

The March minutes were approved. We had 1 new member- Eric Mason, and no guests.

Treasurers' Report: We have 74 members. Treasurers' report was approved.

Field Marshall/Safety Officer: No report.

Park Liaison: No report. Ken Marsh will be at the Float Fly conducting the plane inspections.

Old Business:

George Boston contacted Don Sorensen, our Webmaster, about updating the web site. George encourages all to send photos to Don so we can keep the site fresh. Dave Berthianume brought camera equipment and will be sending some Float Fly pictures to Don.

The Field Use Policy was attached to March's newsletter for members to review and comment on. One typo was pointed out and no other comments were made.

Joe Horswell presented a placard of the Flying Field Rules to be used as signage at the field. AMA 2010 rules will also be posted. Caution sign sample was presented. Jerry Deanda will provide Joe with a .jpeg of the Comets logo. A comment was made that the AMA membership requirement should be highlighted to stand out.

New Business:

Workers were confirmed for the April 17th & 18th Float Fly: The flight line will be open for members only on Friday, April 16, till 10 a.m. and then will be open to anyone who wants to fly. George Lanquist cleared the weeds from the flight line.

It was reported that the planes at the flying field have been running too loud. Flyers need to be aware of decimal reading of their planes in order to not put the Club in jeopardy of breaking the rules.

Frank Lademan informed all about an open house happening at JPL on May 15 and 16. The web site to check it out at is JPL.NASA.GOV.

Dale Nash reminded all that there is only until the June dinner party to buy your raffle tickets for the **"Futaba 2.4GHz 7 C Transmitter"**, (\$325.00 value) which is now on the block for the Special Club Fund Raising Raffle. There are only 16 tickets left to sell at \$10.00 each to complete the 40 required for the raffle. Unsold tickets will be bought back by the Club at the June Dinner Party making the Club a possible winner, and start the Special Raffle all over again from scratch. **You can buy your tickets online** by sending Dale an email at Sealdy@aol.com stating the quantity of tickets you want, and he will add your name to the tickets and collect your money by snail mail or at the June meeting.

Joe Horswell reminded all to clean their tables when done with them. He has been finding them dirty and oily.

Pres. George Boston expressed appreciation to Mike Ambarian, John Dugan, Dennis Fingold and Don Ashworth for picking up donations for the Club auction from Bing Fabrian, from Santa Barbara. The auction continued after the meeting adjourned at 8:10.

Model of the Month:

Eric Mason showed his Angel BH Model which performed mild acrobatics and runs on an OS .46 engine.

Respectfully Submitted,

Sandy Billings



Attention Scale Aviators!!!
Join us for the Annual Canyon Crosswinds Scale Fun Fly
and Simple Scale Event.

June 12, 2010 0830-1600 hrs.

Canyon Crosswinds Field

Castaic, CA

Current Sponsors:



All types of scale aircraft welcome. Military, Civilian, and Helicopters. Scratch Built, Kits, ARFs, BARFs, RTFs, Gas, Glow, Electric. Come one, come all! Come just to fly or enter our optional Simple Scale Event. It's included in the landing fee and a fun way to compete with fellow flyers in a friendly and relaxed environment that won't stress you out.

Awards will be given for Best Craftsmanship, and Best Scale Flight!
Bring photo documentation of your bird for a 5 point bonus added to your flight score!
(Model must be flown to be eligible for awards)

Landing fee is just \$10.

Raffle for Pilots and Spectators!

Lunch will be offered to support Canyon Crosswinds

Also offered locally as a Free Air Show - This is the chance to show your stuff!

Hotels/Motels for travelers close to the field!

For more information and directions please visit our website:

www.canyoncrosswinds.com

Contact: simplescaleseries@gmail.com

Event Director: Jeremy Howard (661) 295-0034

If you are interested in becoming a sponsor, please contact Event Director

QUAKER FOR SALE

Beautiful, like new, custom built, covered in transparent green

Monokote with white and silver trim.

Custom Built by Artisan Builder, Wally Briggs

Includes R/E servos. (No engine. Convert to Electric?) Set up for floats.

\$285

FLOATS FOR SALE

Custom Built (for Quaker) by Wally Briggs

\$50

Ben Strasser

818/571-7112

OKRCPilot@aol.com



Last Month's Mystery Plane

Was a **Kreutzer K-5 Air Coach**



This particular one is either the first or second one built and was crashed in Mexico in 1940. It was recovered by a gang of men between 1981 and 1986 and was restored in Mexico, then re-restored in the United States. Power is from 3 Kinner K-5 radials making 100 horsepower each. Cruises at 100-110 mph depending on which website you're

looking at and stalls at around 40 mph. The pilots report it handles like a big Aeronca Champ. I saw it at Camarillo airport right after the first restoration and it was pretty rough. It looks much better now.

jerry

Vacation

My wife and I will be on vacation in June and there will not be a June Comets' tale.

The June meeting is 17 June.

Tips & Tricks

Soldering Wires

Unless you have nerves of steel, it's difficult to hold two wires still while you solder them together, even if one is clamped to your workbench. An easy solution to this problem is to glue two wooden clothespins to a wooden base, about an inch apart. Now, slip the wires to be soldered into the clamping part of the clothespins, and they will be held together without jiggling. You can put the clothespins side by side rather than nose to nose. This keeps them from interfering with longer wires. You will probably have to sand the gripping part to create a larger grip area.

—both from the Beachmasters RC Club newsletter, Ocean Park, Washington →



(Semi) Random Thots :-) First, three cheers to Evan Byrne, a former Comet, who made a successful forced landing at Balboa Middle School in his Dad's Clipped Wing Cub yesterday, 13 May. Sounds like he had trouble switching fuel tanks and when the engine quit he made the decision to land on Balboa's athletic field after rejecting Buena High School's field because it had too many people on it. Although there was some damage to the airplane, nobody got hurt. Nice job, Evan!

My wife gave me a gift certificate for a seaplane rating for Christmas, so on the first of May I was in Laughlin NV, earning a seaplane rating from the nice folks at Scheble's Aviation, in their Super Cub on floats. Nothing to it. Well, maybe it was just too much fun to seem like work.

We arrived on the previous day to scout out where we needed to be, do paperwork and a short ground school. I'd been given some printed stuff to study in advance, which I did. The ground school happened in their office at Sun City Airport and was pretty informal, but thorough.

We met instructor Eli at the airplane early the next morning and after a brief preflight inspection, we launched the airplane off the trailer into the Colorado river and started flying. And sailing. You can steer an airplane on the water using the rudder and ailerons as the wind blows it backwards with the engine stopped.

So I spent three and a half hours learning how to do different takeoffs and landings on water... special procedures for normal landings, rough water landings and glassy water landings, the most dangerous of all. Seems you can't really tell how high you are above glassy water so you just set up a slow descent and let the airplane kind of collide with the water. Glassy water takeoffs are hard, too. The absence of chop removes the turbulence and air from beneath the floats and makes the airplane reluctant to leave the water so you get the airplane up to speed and on the step, then apply aileron to lift one float out of the water, then the other one follows in short order. We simulated that, of course since the water on the Colorado is never glassy when the dam is open and the river is flowing. It's not so different from flying a model.

This was followed by a short FAA checkride with the boss man and now I get a new license with another rating on it. Pretty neat!

Chances are, I'll never fly off water again since no one can get insured to rent a seaplane, but it was a fun learning experience.

Jerry 'kid' Deanda