

The Comets' Tale

*The Official
Newsletter of the*



October 2008

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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.

Editorial contributions are welcome.

**Next Meeting: Thursday, 16 October, 2008, 7:30 PM
at the Oak View Community Center**



**Coming
Up!**

18, 19 October 2008
Comets' Float Fly, Lake
Casitas

25, 26 October 2008
Lake Cachuma Float Fly –
SBRCM and Ventura
County club members only

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

Root's Rambling for October

I thought I would show a couple of pictures of my electric powered semi-scale Pitts Model 14 that I have been flying for awhile and then include a discussion of my latest project. The Pitts is a good flyer probably because of its light weight. It is shown in the landing flare in picture 1 and during a flyby in picture 2.





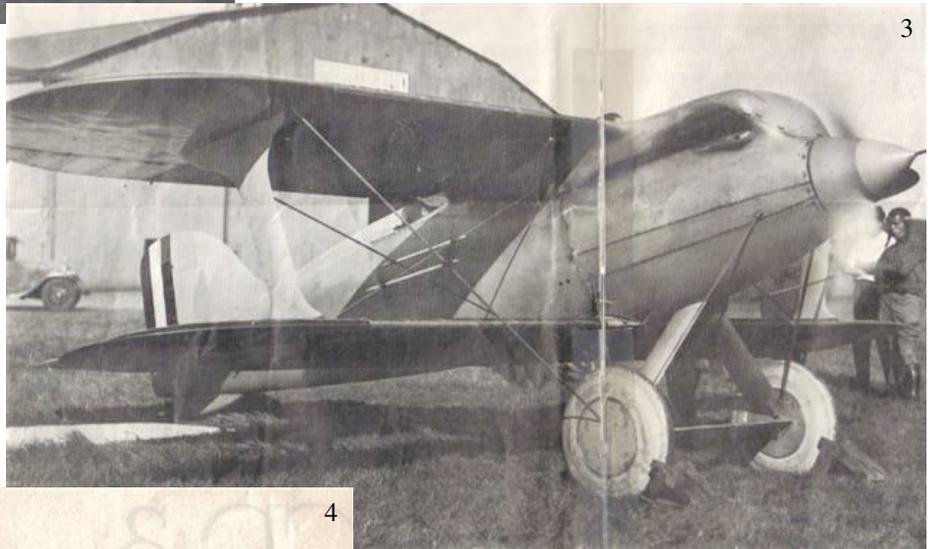
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My latest project is a Curtiss R3C-1 which won the 1925 Pulitzer race. It is shown in picture 3. In addition I plan to build floats to convert to the R3C-2 as shown in picture 4. This was the same airplane with floats added. Jimmy Doolittle won the 1925 Schneider Trophy Race in this airplane. Picture 5 is another view of R3C-1 and picture 6 is the 1924 Curtiss R2C which was an earlier version of the same airplane. These pictures give a feeling of size. The upper wing span was 22 feet.

The Schneider winner is displayed in the Smithsonian Air Museum.

I am building a quarter scale model. I have started with Don Smith plans, but I am making numerous changes to improve realism and functionality (I can't leave any model as is).

The first challenge was how to build the fuselage. The full scale airplane is covered with thin plywood. The fuselage doesn't have a flat spot anywhere.



3



4

I built the left half of the fuselage on the building board with half bulkheads. Then I raised this piece off the board, turned it over and built the other half as seen in pictures 7 and 8.

I am utilizing a fiberglass cowl I got years ago from one of the fiberglass parts vendors. Picture 9 shows the fuselage with cowl after removing from the building board. The fuselage is sitting upright.

I have now mounted and then removed everything that goes into the fuselage. It is easier to do this before the outside 1/8

5 balsa skin is added.

This included the engine, fuel system, radio and servos, pushrods, and landing gear. A side view of the ready-to-cover fuselage and empennage is shown in picture 10 (note pilot visibility).



© aerofiles.com



6 Designing a scale looking landing gear which is removable (for adding floats) was a challenge. The scale gear intersects the fuselage bottom very close together in the center. I am using a mounting similar to the standard wire gear in low wing models which utilize the gear as a horizontal torsion spring, but my torsion spring is vertical. I have mounted them in vertical boxes so they are removable. The gear is shown in picture 11. I have included the fore and aft scale struts and spring mounted

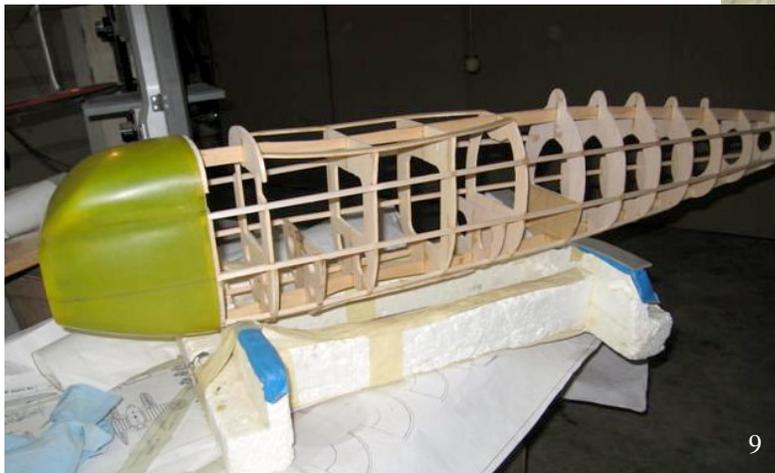


them so it is less likely to tear something out on a hard landing. As can be seen I am still working on the gear strut fairings.

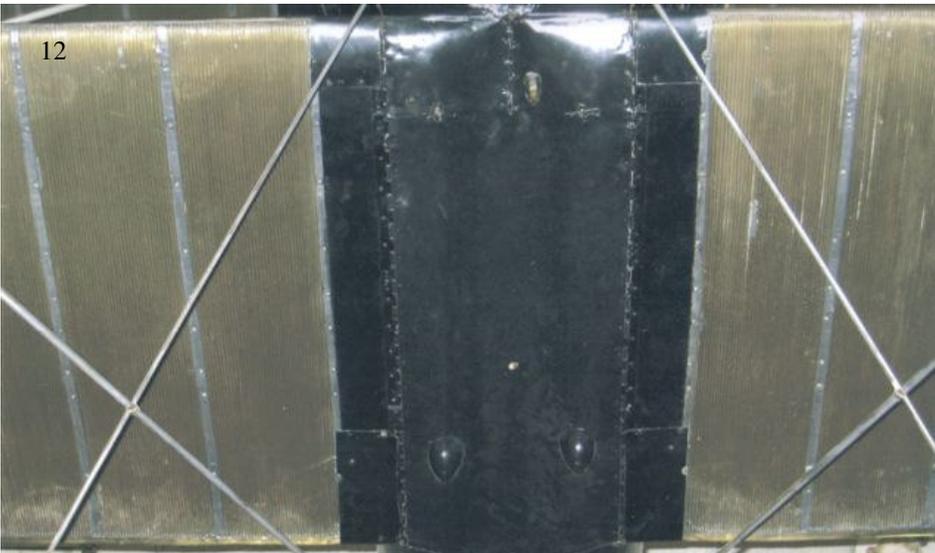
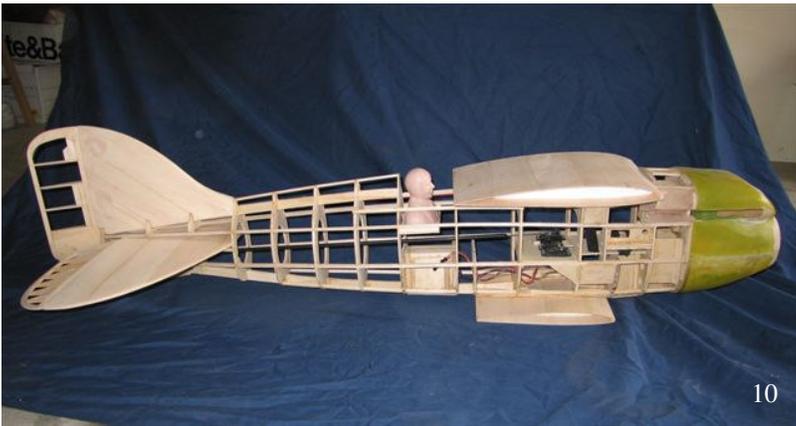
The nearly upright engine mounting can also be seen in picture 11. The muffler exhausts into a box on the left side which has 12 holes and looks like the full scale exhaust of the 600+ hp Curtiss engine in the original. The right side exhaust holes will be utilized for model engine cooling.



The last major design problem is modeling the full scale wing surface radiators which were used for cooling the liquid-cooled V-12 Curtiss engine. Both wings are covered top and bottom from the fuselage out to the ailerons with surface radiators. Picture 12 is one I took looking up at the bottom center of the



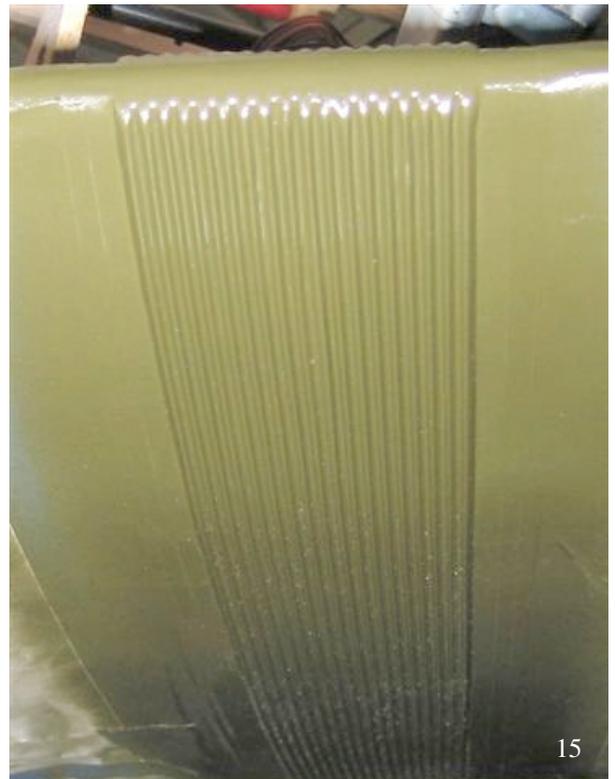
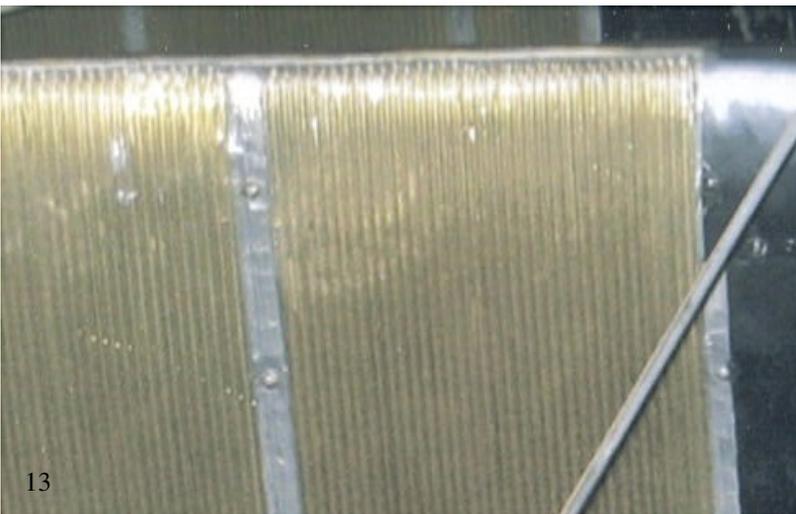
R3C-2 in the Smithsonian museum. The radiators are brass and the fuselage is black. The leading edge is at the top of the picture. Picture 13 is a close-up shot. The radiators are built in sections and have ridges running chord wise. My plan is to make fiberglass skins with this shape for the model wings. I am doing them in sections to simulate each radiator rather than try to form the entire skin.



I have finished the plug I will use to make the fiberglass molds needed to form the skins. The plug is shown in picture 14 with another view in picture 15.

That's it for this month. I will report on progress from time to time (I'm a slow builder).

Bob Root



September 2008 Minutes

Thursday 18th of September, 2008

Called to order at 07:32PM by Pres. Mike Ambarian

August Minutes – Approved

Treasurer's report accepted

Membership 111

No visitors

Marilyn Nash reported her and Dale's vacation a success. Traveled 4100 miles, enjoyed Canada.
Safety: Dennis Fingold -No Report.

Park liaison: Ken Marsh- Field will be closed this coming Saturday due to the cross country races. The Frisbee golf people will be having a tournament next month. Practice day on Oct. 11th and contest on Oct. 25th. Will be using part of our area but should pose no problem for flying, but lets be sure and keep an eye out for people on those days.

Membership – Pres. Mike Ambarian feels we should have a written membership criteria. This would allow us to become acquainted with prospective members and also give them a sense of gaining membership. He will work on this and get back to the members.

Bids for resealing the runway and pit area coming. Will meet with one company Tuesday at the field and discuss problems and get bid. Hope to get work done before it turns cold.

Bureau of land Management held a meeting concerning the lake. The lease to Casitas Water is up for renewal soon and the future plans for the lake were aired. There was mention of relocating us but not eliminating us, or not doing anything at our present site. All of this is in the early talk stages so nothing will be happening soon.

Vice Pres. Dale Nash passed out a club property slip. If you have any club property in your possession please get and fill out the form so Dale can complete the inventory.

Float Fly – will be held on Oct. 18th-19th. Any member that can help on one or both days please let Ron Scott or Pres. Mike Ambarian know. The food, raffle, and impound areas are set. Any member who works Saturday or Sunday will be provided lunch, if you don't work you don't get a free lunch.

Model of the Month – Leo Gabriels presented his new Ugly Stick, and was awarded MOM.

Drawing was held.

Meeting adjourned at 8:13PM

Respectfully Submitted,

Ron Golding, substituting for Sandy Brown

Multiblade Propellers

originally from Hooked-on-rc-airplanes.com

Three-bladed model airplane propellers are less efficient than two-bladed propellers. In fact, the more blades that are added, the less efficient the propeller becomes. The only advantage of a multiblade propeller is a smaller diameter.

Multiblade propellers are used with full-scale airplanes when ground clearance is an issue. World War II fighter planes are a good example. For this reason, many pilots use multiblade propellers on their scale model airplanes to make it look more like the full-scale airplane.

Twin-engine airplanes often use multiblade propellers because the smaller diameter is needed for the propeller to clear the fuselage. This is true of full-scale airplanes and often the case with twin-engine model airplanes as well.

Evolution Engines offers a three-blade propeller to be used with a trainer. The inefficiency of the propeller “tames” the engine a bit for the beginner by allowing the airplane to fly slower while maintaining the thrust needed for easy takeoffs and climbs. The extra blade also helps to slow the airplane down when landing. After the beginner becomes comfortable flying the airplane, he or she can tap into the rest of the engine’s power by changing to a more efficient two-bladed propeller. →

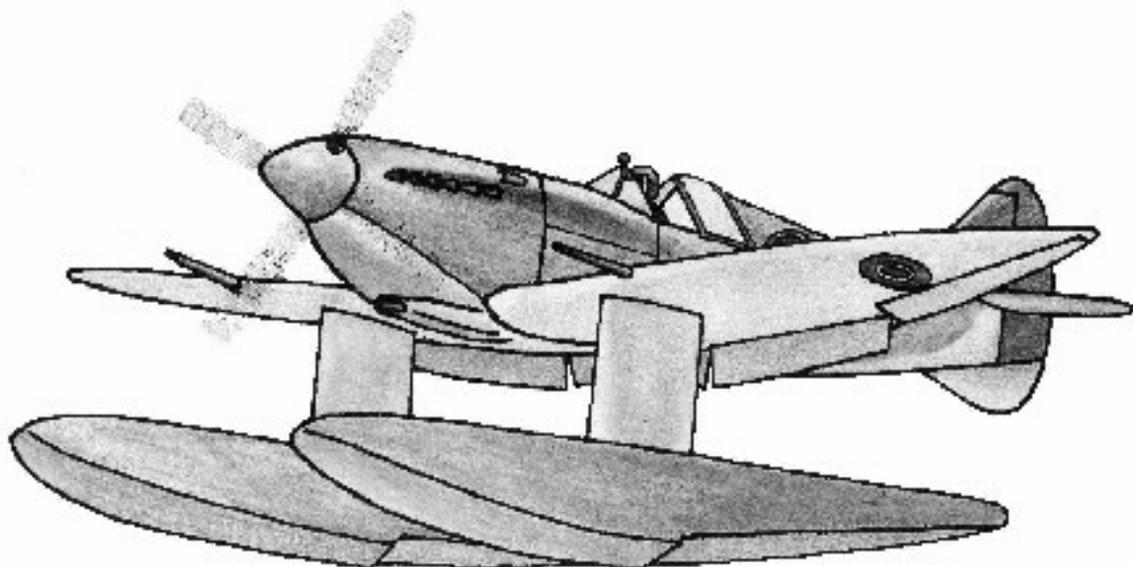
Here’s an airplane I photographed in England last September. Know what it is?



This here is an Abrams P-1 Explorer. It was built in 1937 as a dedicated aerial photography airplane. Originally the engine was a 330 horsepower radial of some kind (Wright J-6-9?) but it had a Wright R-975 of 450 horses when photographed here. It is claimed that this airplane has the first compound curved glass in aviation history. Rohm and Haas (of plexiglass fame) made the windows in Germany.



NO WHEELS



Ventura County Comets' FUN FLOAT FLY!

18 and 19 October 2008

Entry Fee: \$15.00 (No Pre-registration)

Hosted by:

Lake Casitas Recreation Area

And

The Ventura County Comets

There Will Be A Great Raffle!

***Your Original A.M.A. MEMBERSHIP Card is REQUIRED ,
no copies, please .***

No helicopters, no flight training!

- ♦ A.M.A. SANCTIONED EVENT
- ♦ RV PARKING AT THE FLYING SITE
(NO HOOKUPS AT THE FLYING SITE)
- ♦ **HOOKUPS AVAILABLE IN CAMPING
AREAS WITH RESERVATION BY CALLING
805-649-1122
- ♦ 10 YEARS OR OLDER IN THE PIT AREA
- ♦ PLENTY OF CLOSE IN PARKING
- ♦ GREAT SPECTATOR VIEWING AREA
- ♦ FOOD AND DRINK AVAILABLE
- ♦ ADJACENT PICNIC AREAS
- ♦ PLENTY OF FUN!

Need More Info? Call:

Ken Marsh (805) 646-1962 or John Dugan (805) 646-6898