

The Comets' Tale

*The Official
Newsletter of the*



October 2009

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Board of Directors

Mike Ambarian, Dale Nash, Sandy Brown, Emery Balasa and Steve Billings

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, 15 October, 7:30
PM at the Oak View Community Center**



**Coming
Up!**

17 & 18 October

Comets Float Fly at Lake
Casitas

24 & 25 October

SBRCM Float Fly at
Lake Cachuma

**1st Sunday of Each
Month**

Open House at Santa
Paula Airport

ROOT'S RAMBLING

I have a lot of pictures from the Comets Warbirds (and BBQ) get together which took place on July 26. We had a good turn out. Bill Weymouth, TJ Moran, and Steve Billings provided me with several hundred pictures and I picked out the following for the newsletter. Thanks guys, this makes my job easy.

Some of the attendees and their models are shown in pictures 1 thru 10. Pictures 1 thru 5 were taken by Bill Weymouth (BW). Pictures 6 and 7 were provided by TJ Moran (TJ) and 8, 9, and 10 are from BW.

The static airplane picture, 11 was taken by TJ. Pictures 12 and 13 were provided by Steve Billings (SB) and 14 came from BW.



I received some great flight shots as shown in pictures 15 thru 28. The pictures 15 thru 26 were taken by BW. He seems to have the best camera for these kinds of shots. Pictures



2

BW



3

BW



4

BW

27 and 28 were from SB. The biggest truly scale model was the large Stuka shown in 21 and 22. It was powered by a large gas engine. A lot of the models shown were electric powered. They are very popular these days.



5

BW



6

TJ



7

TJ



8

BW





17

BW



18

BW



19

BW



20

BW



21

BW



22

BW



23

BW



24

BW



The last four pictures are of me and my instructor Caesar. They include 29 falling, 30 smile for the camera! 31 will it open? and 32 flare for the landing. The whole family went (8 total) for a skydiving day. It all started with a grand daughter who wanted to jump. My wife, her 3 kids, two grand kids and a friend all were going so I couldn't very well stay behind. It was actually a great day. Been there, done that, so I'm back to model building and flying. Hope you are all doing the same.



Bob Root

September 2009 Minutes

The Comets meeting was called to order by President Mike Ambarian on September 17, at 7:30 PM, at the Oak View Community Center.

The August minutes were approved. We had no guests and no new members.

Treasurers' Report: We have 90 members and finances are in good shape. The runway resurfacing was paid for this month. The report was approved.

Field Marshall/Safety Officer: No report

Park Liaison: Ken March reported that all is good.

Old Business:

Runway is done! A lot of prep work, looks good, and done well. Club received a 5% discount, \$310, and total charge was \$5840. The paving company has recommended resealing every 3 years.

New Business:

The club has been advised that this winter the Lake is planning on repaving roads. Mike will be checking to see if the Park will repave down to the Club gate.

Members were advised that the Sheriff's helicopters will be taken over by the Fire Department. The Sheriff's Dept. will be training the Fire Dept. to take over and utilizing the Lake for training.

Members were reminded about the October Float Fly and volunteers were identified: Contest Director is Ron Scott with John Dugan as backup; George Lanquist will provide the boat with T.J. Moran assisting; Jimmy Harvey will inspect floats and plane bottoms; Impound will be staffed by Don Ashworth, Dan Elsasser, Cody Stockman and Emery Balasa; Raffle tickets will be pushed by Marilyn Nash and Sandy Billings; Dick Hanna will be selling sausages and Steve and Mike Steinmetz have been volunteered to do the cooking. Since the lake is down, the BBQ will be brought closer to the Lake so it is not such a long walk for the food.

Jerry Deanda's wife Dianne had a mishap at Santa Paula airport. She was doing takeoffs and landings in her Cessna 140 (built in 1946) when the engine quit at a very bad time, may have been carburetor ice. Dianne was forced to land downwind in the riverbed. The plane went over on its back and is almost certainly totaled, but she did everything right and is OK, just a little banged up and sore. The hospital in Santa Paula checked her out, took x-rays which revealed nothing broken. The plane was retrieved via helicopter and placed in a hanger.

Model of the Month:

We had one Model of the Month entry: Leo Gabriels brought in a Black Horse T-28 model plane, weighing 5.5 pounds, has a OS .55 engine, flies good and everything snaps together. He got it at Hobby People in Fountain Valley for \$79.95.

The raffle was held and the meeting was adjourned at 8:05.

Respectfully Submitted

Sandy Billings

Fun Fly Ideas

Taxiing Contest: This is a timed event. Airplanes will start at a start/finish line, taxi to a turnaround line, and taxi back to the start/finish line. Fastest time wins. Two wheels must remain on the ground at all times. In the case someone enters a tail dragger, the rear wheel can come off the ground.

Hints: Make sure your steerable wheel is aligned and that your airplane will track straight on the ground. Apply full down trim to the elevator to keep your airplane from taking off. As soon as possible apply full throttle while keeping the model moving straight. Somewhere between 40 and 50 feet from the turn around, decrease the engine's power to an idle to avoid tipping the aircraft while turning around. Keeping the model moving in a straight line with full power can be tricky; it would be a good idea to practice before the contest. You might have to apply a little down elevator to keep the model from taking off when it picks up speed.

Timed Take Off and Landing: This is a timed event. The airplanes take off from beyond a start/finish line. The stopwatch starts as soon as the model is airborne. The aircraft circles the field, comes in, and lands beyond the start/finish line. The stopwatch stops as soon as all three wheels are back on the ground.

Hints: Try not to gain too much altitude after taking off. After crossing the finish line a spotter will call out "turn." Make a sharp turn, cut power, and come in on a short approach. Make sure you carry enough speed for the model to land beyond the finish line or that run will be disqualified.

Spot Landing: Three circles are drawn on the field. Landing inside the small circle will count for five points, the middle circle four points, and the large three points. Two attempts are permitted, scores are added and the highest score wins.

Hints: This event is not timed. I suggest you make a long approach to the field, this will allow you to line up with the circles better. On approach a combination of engine speed and up elevator trim will allow you to make a shallow, controlled approach at a low speed. As you near the circles, decrease engine speed and drop down onto the field.

Hands-Off Event: This is a timed event. Take off and climb to 200 to 300 feet. Put in some left or right rudder or aileron trim, just enough to make the airplane fly a wide, slow turn. Add enough up elevator trim and engine speed to keep the airplane from losing altitude in its slow turn. When you are happy with the trim, put the transmitter down and tell the timer to start. Before the model hits the ground or flies out of sight pick up the transmitter and the stop watch records the total hands-off time.

Hints: You will have to adjust for any wind by starting upwind. How much engine speed you let the airplane fly with will depend on the design of your airplane. Too much speed and it will gain too much altitude. Not enough speed and you will have a short run. Make sure you have a full fuel tank. →



Ken Marsh sent this picture of his and George Lanquist's Balsa USA Quarter scale J-3 Cubs. Pretty nice, no?

Errata... Bob Lake's phone number is wrong on the roster. The correct number is 928-855-2876