

# The Comets Tale



## September 2017

**Dates Flying Field Closed:**  
**09-16-17, 10-04-17, 10-12-17,**  
**10-27-17 and 11-02-17**

## Next Meeting:

## Thursday, **September 21, 2017 7:30 PM**

## At the Oak View Community Center

President	George Boston	(805) 750-0901
Vice President	Dale Nash	(805) 532-1433
Secretary	Lynn Breedlove	(805) 766-2211
Treasurer	TJ Moran	(805) 890-2217
Field Marshal/Safety	George Lanquist	(805) 646-5365
Park Liaison	George Boston	(805) 750-0901
Webmaster	Don Sorensen	(805) 968-4288

Comets Web Site: [VCComets.com](http://VCComets.com)

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### Board of Directors

George Boston, Dale Nash, TJ Moran, George Languist,  
Lynn Breedlove

### Instructor Pilots:

Dave Fishman, 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 Count Comets, AMA Chartered Club #173 and is published monthly at the Comets' Tale Lair, in Agoura Hills, CA.

*Editorial contributions are always welcome.*



### Upcomming Events:

October 21, Fun Fly and  
BBQ

November 18, Members only  
Fun Fly

### President's Message:

Hello all. Each month when I sign off my message I always close with the words, Safe Flying. A few weeks back I was flying my Corsair and was experiencing handling problems that didn't make sense. This was my second flight that day and the first flight went without any problems. The plane was jumping around as if it was heading into a strong wind, but there was none. It was like something was screwing up the CG. Anyway I got it back down on the runway without augering it in, which was a big relief. While I was taxing it back to my flight table I was intently staring at the plane looking for something that could explain the handling problems. Without looking down at my radio I reached for the throttle trim knob to shut the

engine off, and accidentally hit the throttle gimbel giving it full throttle. My good buddy Lynn Breedlove was using the table next to mine, and my plane immediately leaped at Lynn who was working on his plane. Fortunately Lynn was looking out of the corner of his eye, and jumped out of the way when my plane plowed into his table and flight box. All of this happened in about a second, and I couldn't believe what I had done. I felt like an absolute idiot and wanted to crawl under something like a table, but couldn't because my plane was in the way! Very embarrassing and scary to say the least.

The only good news in this story is that nobody got hurt. Had Lynn not jumped out of the way he would have had a 14X6 prop buried in his leg. I think of myself as a safety conscious flyer, and take pride that I have never had a major accident with somebody getting hurt, but this incident was a real eye opener for me. I was so preoccupied with the handling problems with my plane, I didn't put my eyes on my radio before I reached for the throttle trim button. Here are the key points I learned for this incident:

Don't let distractions cloud your focus on safety.

Keep your plane in the taxi way until you shut the engine off.

Taxing to your table is not safe and could result in a major accident.

Saying your sorry is little compensation for sending one of your fellow flyers to the hospital. We can never be too safe. Oh by the way, the cause of all this was the result of my receiver battery coming lose from its hold down straps, and tumbling around inside the fuselage affecting the CG. I did check it during the preflight examination, which I always perform at the start of the day, but "Murphy" prevails. I don't think Lynn will be grabbing the table next to mine anytime soon.

We don't have any special events scheduled for September, but check the Calendar of Events because many other clubs in SoCal are hosting events in September that you may be interested in. Also, please note that the dates when the field will be closed because of high school cross country track events are now published in the Tale.

Take care, and safe flying.

**George Boston, President**

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## **COMETS MEETING MINUTES FOR AUGUST, 2017**

**Meeting was called to order by Club President, George Boston, at: 7:30 pm**

### **New Members & Guests:**

One new member this month (no name given)

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

Expenses vs. income was about even. Treasury remains in good shape.

Treasury report was approved by the members present.

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

George Lanquist was not present.

However, it was reported that two electric powered aircraft crashed on this date with no adverse effects – no fires etc. (This is good and we hope it remains this way.)

### **Park Liaison Report: (John Dugan)**

John Dugan was not present.

President George Boston began a rather in depth discussion about drone flying and the developing protocol. See President George`s narration regarding this above.

### **Reminders:**

Stay safe out there and be aware of campers crossing the runway area.

### **Old Business:**

Last month was the Warbird Fly and a good time was had by all attending. We had a good turn out and as usual a good BBQ.

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Thanks were extended to Steve and Mike Steinmetz for their hard work putting on the BBQs for years including buying the food and BBQing it at the field. Thanks you guys from everyone.

**New Business:**

It was brought up by pres. George B. that we don't have a park calendar for field events in the park. George contacted the park who stated that they would put one together and forward it to us.

**Model of the Month:**

**No model presented this month.**

**Raffle:**

No raffle this month as the raffle queen Marilyn Nash is still on vacation.

**Meeting adjourned at: 8:20 pm**

**Secretary**

**Lynn Breedlove**

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**NWSAM Championships - Tom Wolf**

My wife Debbie and I traveled to Wenatchee Washington for this years' Northwest Scale Championships. As usual, this event was held at the home field for the Wenatchee Red Apple Flyers, which is a world-class flying facility featuring both paved and grass runways, manicured grass pit area with electrical outlets at each pit table, air-conditioned club house with flush toilets and a shower, and 15 RV pads with power. This year there were 37 total contestants with 7 in Expert, the class I competed in. Contestants came from all over the Pacific Northwest and Western Canada. I probably was one of the ones who traveled the farthest, being about 1300 miles away. This year, I competed with my 28 percent scale Cessna L-19 Bird Dog, with this event being the third competition for this airplane since I completed it a year ago.

For those who might not be familiar, Scale competition consists of static judging, where three judges compare your aircraft to a documentation package (that you provide) and look for discrepancies in outline, colors and markings, and craftsmanship. Points are deducted for each discrepancy identified. The maximum possible static score is 100 points. The other part of the competition is flying. Flying is worth 100 points maximum per flight for 10 maneuvers (5 mandatory and 5 elective), with the maneuvers being judged for accuracy (symmetry on the flight line, placement, etc) and realism (is it flown like the full size would fly it?). The top three flying scores are averaged and then added to the static score for the final score.

Static judging was on Thursday, with two rounds of competition flying on Friday and Saturday, with a final round on Sunday (five total flight rounds). While high winds (20-25 mph) prevented any practice flying on Thursday, the rest of the weekend saw perfect flying conditions: warm, sunny weather with calm conditions (wind below 5 mph). Almost all contestants chose to fly off of the extremely well groomed grass runway, with the only possible exception being the Grumman Panther turbine powered entry. It was a pleasure to fly the Bird Dog off of grass: When it comes to directional control on take-off and landing, it is so much more forgiving than pavement. When it was all over, the Bird Dog was in first place in the Expert Class, with a final score of 197.50, and also won the High Static Score (99.0) and Pilot's Choice trophies. Rob Dover from Vernon, BC finished in second place with his 1/3 scale Super Cub, and Scott Enochs finished third with his very nice 1/4 scale Fly Baby.

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**Scott Enoch's Fly Baby;  
Tom's Bird Dog; Rob  
Dover's Super Cub in line  
for static judging.**

**The Bird Dog almost  
looks full size.**



**Scott Enoch's Fly Baby  
has a nicelt detailed  
cockpit.**

**Rick Stucky's turbine-powered Grumman Panther was a very impressive flyer.**



**The flight line got a little crowded during the event, but things ran smoothly regardless.**

**Rob Dover's 1/3 scale Super Cub finished 2nd in Expert. Check out the grass runway!**





**Tom and his wife Debbie, who provided expert spotting/calling for the entire event.**

**Scott Enoch's Fly Baby flew with a high degree of realism. It was powered by an OS Gemini flat four.**



**Bird Dog climbing out.**



AMA Charter Club #173

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