

The Comets' Tale

***The Official
Newsletter of the***



September 2012

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



Coming Up!

Sat. & Sun 20, 21 October
Comets Float Fly
Lake Casitas

**Fri., Sat., Sunday
25, 27, 28 October**
Santa Barbara R/C Modeler's
Float Fly at Lake Cachuma

**Fri., Sat., Sun.
16, 17, 18 November**
Comets Only Float Fly, Lake
Casitas

First Sunday of each Month
Open House at Santa Paula
Airport

From the President

Each month I try to write something light and interesting. Ain't so this month. I have some heavyweight documents that you need to review. So you better get out a pencil and paper, and set aside an hour or so to focus on the following.

As most of you know the Camarillo Condors have lost access to their flying site. Their field has been closed by the University as a result of a decision by the State Fire Marshal that the flying of all model aircraft must cease. Last month the Board of Directors met to discuss the issues that led to the closing of the Condors' field, and to put together recommendations that would minimize similar incidents at our field. The results from the Board meeting were presented to the membership at the August meeting. The following are the key issues presented:

- 1) The lack of 9-1-1 emergency call procedures
- 2) Providing education on safe practices when charging and handling Li-Po batteries

3) All pilots flying Li-Po powered aircraft must pass a formal compliance procedure. A vote on the general acceptance of the recommendations was taken with a majority approval. It was also stated that before any changes to policy or procedures occur, they would be published for review and require an approval vote from the membership.

Attached to this month's 'Tale are the written procedures and supporting documents that implement the three key issues mentioned above. The first document to review is titled **Ventura County Comets, AMA Chapter 173, Li-Po Power Compliance Safety Form**. This form serves as a road map of what must be performed by all pilots flying Li-Po powered aircraft. The Form makes reference to three additional documents. The document titled **Charging Lithium Polymer (Li-Po) Cells** was attached to the August Tale. If you have not read this document, please take a few minutes and do so. This document satisfies the education issue mentioned above. The next document referenced on the Form is titled **Li-Po Powered RC Aircraft Safety Check List**. The Check List is attached to this months Tale. Please review this document thoroughly. The last document referenced on the Form is the **Comets Field Safety Rules**. We have updated the Rules and they are also attached to this months Tale. The updated rules enforce the compliance requirements and makes reference to the proposed 9-1-1 emergency call procedures. After each pilot has certified to the requirements established on the Form, it will be signed by the Field Marshal/Safety Officer and retained on file by the Treasurer. The name of the pilot will also be published on a roster that will be kept in the Impound at the field providing names of all pilots certified to fly Li-Po powered aircraft.

The proposed **Emergency 9-1-1 Call Procedures** are also attached to this months Tale. After approval by the membership, the Emergency 9-1-1 Call Procedures and the updated Field Safety Rules will be made into signs for display out at the field. We also plan to add a new sign that lists the names and phone numbers of the President, Vice President, Treasurer and Field Marshal/Safety Officer. This sign will be updated each year after we elect new officers and displayed at the field.

We plan to publish all of these documents on our web site under a new tab titled Li-Po Powered Aircraft Certification and Pilot Compliance. By publishing on the web, we will minimize having to print a ton of documents. If you do not have access to the web, or if you receive your copy of the Tale through the mail, please consider these your printed copy and retain them accordingly.

We will review the certification process and all the supporting documents at the Sept. meeting. If appropriate, I plan to call for a vote of approval from those in attendance. As your President, and for obvious reasons, I feel an urgency to get these procedures, documents and signs in place as soon as possible. I sincerely appreciate your help and support. If you are not able to attend the Sept. meeting, please shoot me an email at goston25294@roadrunner.com and give me your comments and vote of approval, or disapproval. Take care and I look forward to hearing your comments at the Sept. meeting on the 20th.

George Boston

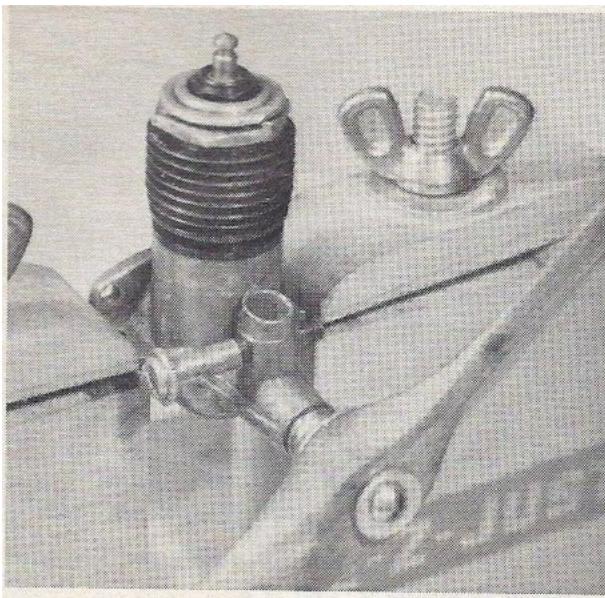
Root's Rambling (Part 1 of 2)

In my February 2012 Ramble I described some of the interesting old model engines I have seen or read about. At the time I mentioned the huge popularity of Half-A engines (.049 cu.) after WWII. I was in grade school and high school during this time and their low price made them ideal for a young model builder.

Dave Thornburg wrote an interesting description of the history of these engines in the June 1982 issue of Model Builder Magazine singing the praises of those cranky, loveable, sometimes crudely-built little engines. Ray Arden never sold an engine smaller than .099 but he invented the glow plug, and freed us forever from the burden of coil, condenser, points and battery. The result was a trickle, then a stream, finally a flood of miniature engines. Before the glow plug, the .099 was a "small" motor. Then in the spring of 1948, came the K&B Infant .02 (picture 1). With only 1/5 the displacement of the 'miniature' engines the Infant was dismissed by most folks as a novelty.

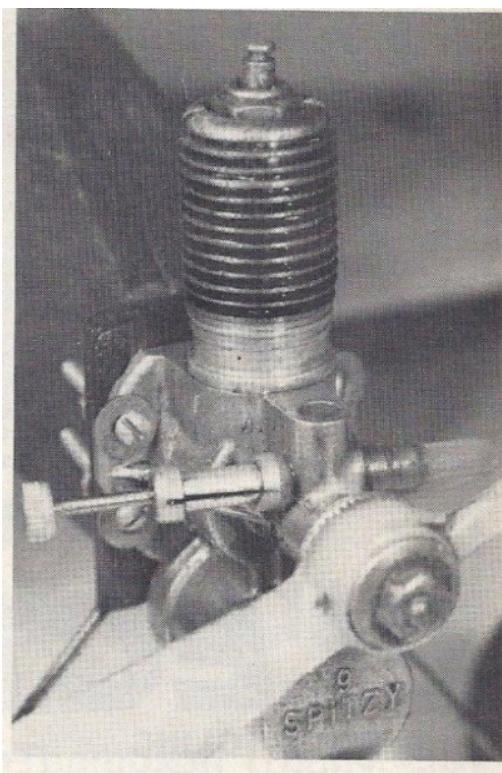


"As our story opens . . ." The K&B Infant .02, America's first production 1/2A, missing its tank. Anybody got one for Dave?



An .049 Cub, made by Herkimer. Author says his Cubs ran best on test stand, seldom started in field. Sudden launch would pull away fuel.

had a short stroke and a large bore. The result was a squat, racy-looking little engine that fit a tight cowling... and screamed! I bought one for free flight like about half my model club members. Never mind that Atwood had jumped the \$5.95 price barrier for half-A's ...if you wanted to win, you lined up and paid your \$6.50 with the rest of the hotshots. The only engine that could touch the Wasp was the new Royal Baby Spitfire, by Anderson, and they wanted a whopping \$7.95 for it. Mel Anderson came out with another surprise, a sport engine 10% below anything on the market. It was the Spizy .045, at \$4.45. It had an underslung tank that was part of the crankcase casting (see picture 4). I got my first engine for Christmas in 1951 or 1952. It was a Spizy and the gift also included a Jim Walker Firebaby control line model (picture 5). This was an ARF although they weren't called that back then.



A Spizy .045, built somewhere between 1951 and 1955. Sold for as little as \$3.95 in them days!

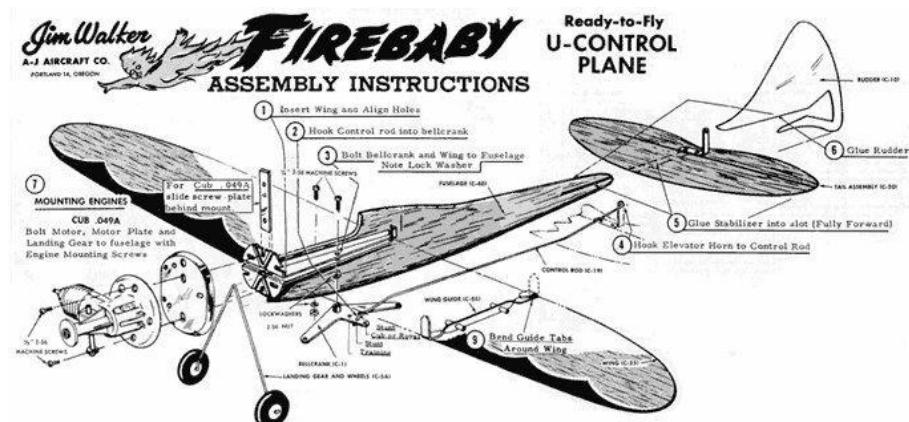
But Berkeley began to produce kits for the little beggar, and the kits began to sell. Other manufacturers started perking up their ears. The Infant had the field to itself for over a year until the summer of 1949 when Mel Anderson's Baby Spitfire .045 came out followed quickly by the Cub .049 produced by the Herkimer Tool & Model Works (picture 2).

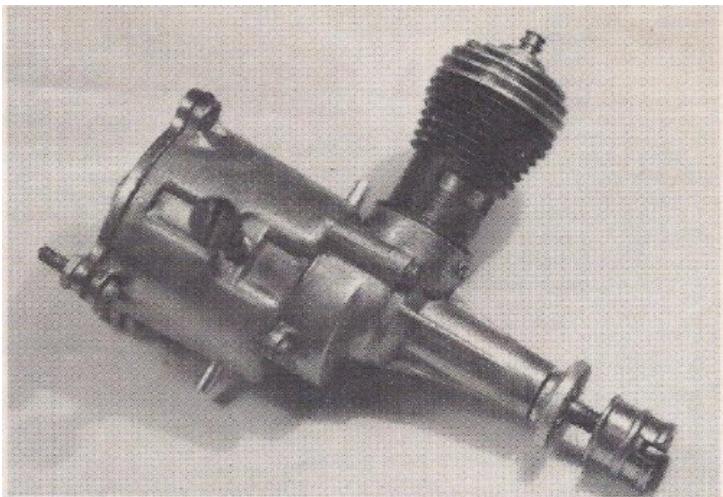
"What's happening here?" said the AMA. "K&B is introducing an .035, Herkimer started the .074. Perhaps we need some size guidelines, before these fellows run amuck." At the time "Class A" included zero to .19 cubic inch displacement. A new class was created, from zero to .05 cu. in. called "Half-A". Class A was now .051 to .20. The Torpedo .049 came out in late 1950. It was a lovely little sport engine, just like the Cubs and Spitfires but the AMA had just created a new *competition* class. Gas powered free flight models were being scaled down and the ukie boys were already talking about Half-A speed. 1951 was ripe for a horsepower race.

Enter Bill Atwood, with his Wasp .049 (picture 3). It was different. Instead of a long stroke and small bore, the Wasp



Wasp .049 (1951-1956) on the nose of a "Californian", a C.P. Moody free flight from August 1957 Flying Models.





That big, ugly, old-fashioned engine that began the reed revolution . . . a Cox Space Bug from 1952.

The year 1952 saw only one new engine of interest. It came from a manufacturer of race cars and engines. It looked like a dud. It was big, heavy, over 3 inches long, and the venture stuck out the back of the gas tank so you needed a hole in the firewall. And the needle valve! Why, it came out the side of that huge gas tank. No more fingers in the prop when adjusting the needle valve...what's with that? But does it run? Run, indeed. This great, clunky, old-fashioned looking engine . . . it was called the "Space Bug" . . . would out rev and out-pull anything on the market in the year of 1952 (picture 6). Seems this Space Bug had a new-fangled kind of carburetor called a "reed induction" built right into the gas tank. The carburetor and the precision with which the engine was produced resulted in horsepower. Too bad this Space Bug was so big

and awkward. It would have made a fine ukie speed engine. Too bad it had that integral tank. No way to time it accurately for a free flight engine run. That race car feller . . . what was his name, Leroy Cox . . . had gone and made the world's hottest *sport engine*. Just wouldn't work for competition. Too Bad.

The next year, 1953, Bob Holland bought the rights and machinery to produce the Wasp, and Bill Atwood came out with an even hotter .049, and a really bright idea. He bored out the cylinder, turned a new piston, and presto, the .051 was born. Now you could build one free flight and enter it in both Half-A and A classes just by changing engines.

Bob Root

Next month, Bob picks up on the L.M. Cox story

MINUTES of the AUGUST 2012 MEETING

Called to order at 7:30. 28 members in attendance. We had 1 new member.

The Minutes were approved. The Treasurer told us that we made a couple bucks from the July Warbird Fun Fly. We had 24 people show up for this event. The participants, lunch sales and raffle tickets added some money to the club bank account.

We are currently at 77 members.

The Park Liaison reminded us of some important dates. Be sure to write these on your calendar:

August 30 at noon the fielding field will be closed through the weekend. Flying is planned to resume September 4th.

September 14th the field will close at noon

September 15th the field is closed all day

October 19-21 Comets Float Fly. There will be the usual plane (float) inspection. Be sure to be there early.

October 26th Field closed due to cross-country meet.

November 16-18 Club-only Float Fly

Old Business

The Camarillo Condor field will most likely stay closed. Being proactive the Comets are planning on mounting a response for the members and potentially the Lake. This may include the following:

Education

Compliance document for owners/pilots of electric powered airplanes

Written procedures for handling a fire at the field

Fire-fighting equipment

There was a lengthy discussion on these and other means to demonstrate club-wide common sense. Once the Club has agreed to new or modified ways of ensuring safety at the field, member(s) of the Board may present this to our Lake contact - letting the Lake know that we are being practical and responsible.

New Business

Ron Scott gave us a review of the risks of LiPo batteries. Ron purposely damaged a battery and filmed the result. This was done in a controlled manner - No plane crash, etc. This might be something for a future YouTube video.

Speaking of videos, one of our members, Jake Hooper, says he is interested in putting together a YouTube channel for the club. The group told him to go for it. If you have ideas or videos, get with Jake now. This means building, flying, repairing, engine tuning, electric motor set-up, safety, etc. ...not the latest quip from the peanut gallery.

By the time you are reading this the Cachuma Float Fly passed. I expect someone will be able to give us a summary at the next meeting.

We had a bunch of models of the month:

Vince Massa brought a Quad Copter. Very light weight, but with the built-in gyro, he says it is stable in the wind. Vince says, "It's fun" and the battery gives 10-11 minutes of flights.

Ron Scott brought a mini-helicopter. Weight 1.2 oz and costs \$35. Comes with 2 batteries and a 2.4 MHz transmitter with dual rates.

Jake Hooper brought a 3D capable mini-helicopter, with built-in stabilization. Ready to fly for \$165 and comes with 1 battery.

Berny Hammer brought (another) Quaker. Powered by a Saito .45, which he told us was a very quiet motor. 5lb 4 oz. and finished in colors and a style that is reminiscent of an early U.S. military trainer.

George Boston brought a Seamaster ARF. He tells us that it went together well. Also George had the good fortune of winning all three parts – plane, motor, radio.

Tough competition, but after judging Berny prevailed.

We ended the evening with the usual raffle. Some people took home some nice stuff..

Meeting adjourned at 8:58



Respectfully Submitted,
Alastair Brennan

Ventura County Comets
AMA Chapter 173
Li-Po Power Compliance Safety Form

The ultimate responsibility for the safety and airworthiness of Li-Po powered aircraft rests solely with the owner and/or pilot. All items listed must be certified (initialed) by the undersigned prior to securing authorization to operate/fly Li-Po powered model aircraft at the Comets Flying Site.

I have read and will conform to the requirements published in the document titled Charging Lithium Polymer (Li-Po) Cells posted on the Comets website.
(WWW.VCCOMETS.COM)

Init_____

Prior to operating/flying Li-Po powered RC aircraft at the Comets Flying Site I will verify that all requirements established in the document titled Li-Po Powered RC Aircraft Safety Check List, are in compliance. This document is posted on the Comets Website
(WWW.VCCOMETS.COM).

Init_____

I have read and will comply with the Comets Field Safety Rules, posted at the Comets Flying Site.

Init_____

Owner/Pilot Signature and Date

Signature

Date

AMA Number

Comets Field Marshal/Safety Officer, or designee Signature and Date

Signature

Date

Ventura County Comets Li-Po Powered RC Aircraft Safety Check List

AIRWORTHINESS REVIEW: The ultimate responsibility for the safety and airworthiness of this aircraft rests solely with the owner and/or pilot. All items listed must be reviewed and checked by the owner and/or pilot for the aircraft to be airworthy for flight.

- Batteries are fully charged prior to flight (transmitter and aircraft)
- Battery and ESC are secured in place with fused wiring between the battery and the ESC
- Battery, ESC, motor, and propeller, as a system, has been bench run and checked for each components capacity for the intended operation (watts, amps, volts).
- Adequate cooling/air flow has been provided for the electrical drive system components.
- General Appearance (check for damage, warps, loose or open covering)
- Propeller is secure (check for cracks, damage, balance)
- Motor securely attached
- Kill Switch adjustment properly set (Can I kill the engine with the radio?)
- Wing attachments secure including struts
- Servos and servo mounts/screws are secure
- Aileron/Flap hinges, push rods and control link keepers secure
- Elevator hinges, push rods and control link keepers secure
- Rudder hinges, push rods and control link keepers secure
- Flying wires, if any, are secure
- Canopy is secure
- Hatches or Covers are secure
- Wheels and landing gear are secure & free wheeling
- Range test performed at flying site prior to flight
- All controls going in the right direction (Ailerons, Elevator, Rudder, Throttle)
- Name, phone #, and AMA # displayed on the aircraft

Ventura County Comets R/C Flying Field Rules

- 1. Current AMA membership insurance is required for all flyers.**
2. Fly in accordance with AMA Safety Code.
3. When opening the field, position the two fire extinguishers and the shovel inside the storage shed next to the door outside of the shed.
- 4. No flying of lithium polymer (Li-Po) powered RC aircraft without certification by the Comets Field Marshal/Safety Officer. Pilots not having required certification will be asked to land and secure their aircraft immediately. The names of all certified pilots are posted on a roster displayed in the impound/frequency control board. Please see WWW.VCCOMETS.COM for details regarding certification.**
5. No consumption of alcoholic beverages by any flyer.
6. No unattended children or pets allowed on the flight line or in the pit area.
7. All transmitters must have Channel numbers displayed.
8. All flyers must understand and comply with channel number frequency control, and know how to use the frequency control board. DO NOT turn on your transmitter until you have the right frequency pin attached to your antenna, and priority to use your frequency number. 2.4 GHZ radios also require a frequency pin attached to the antenna with the posting of the pilots' AMA card.
9. When two or more transmitters are on the same frequency, the transmitters without the frequency pin must be stored in the frequency control board impound area.
10. No engine start-ups before 8:00am. (7:30am. when campground "O" is closed). Electric planes may be flown after sunrise. No flying after sunset.
11. No Jet Engines, Turbine Engines or Rockets are allowed at this field. Electric Ducted-Fan jets are OK.
12. Mufflers are required on all gas/glow engines. Noise levels should not exceed 98db at 3m (appx. 10 ft.)
13. Models must be restrained at all times prior to taxi (including electric powered aircraft), either by a mechanical restraint device, (i.e.: tail hook), or by a helper.
14. Engines may only be started with an electric starter, chicken stick, or a gloved hand, (no bare fingers).
15. Pay attention to where your model's tail is pointed during all engine runs. Prop wash should be directed away from people in the area.
16. Pilots must fly from one of the 5 designated pilot stations. No more than 5 aircraft are allowed to be in the air at the same time.
17. Announce whenever you taxi or carry you airplane onto the runway, take-off, or land; and especially if you lose power, have a dead stick, or need to make an emergency landing. Emergency landings have immediate runway priority.
18. When taking off from the right to the left (normal pattern), taxi to the 3 transverse stripes across the runway before beginning take off roll.
- 19. Be sure approach and departure ends of the runway are clear of pedestrians prior to landing and take off.**
20. Initial turns after take-off must be made away from the pit area.
- 21. NEVER FLY OVER THE PIT AREA.**
22. Pilots must fly all aircraft on the far side of the runway, except during takeoffs and landings, and must maintain a minimum altitude of 200 feet above the lake, at all times.
23. When more than one aircraft is in the air, all must fly the same pattern as dictated by the wind direction, (normally this is a clockwise direction).
24. Maintain positive control of your airplane at all times. If an aircraft/pilot is causing a hazardous condition to persons in the area, he/she will be asked to fly in accordance with the AMA Safety Code and Comets R/C Flying Rules. If the hazardous condition continues the pilot will be directed to land immediately.
- 25. If a crash occurs and the plane is electric powered, immediately throttle back to the lowest stick position. Declare to all flyers that a crash of an electric has occurred. Try and note the location of the plane, ask for help and immediately go to the crash site to inspect for possible fire. As a precaution, take the shovel and a fire extinguisher located next to the storage shed door to the crash site. If the plane is not immediately accessible, have someone stand by observing the general area for smoke or an indication that a fire may have started. If smoke or fire is observed, follow the posted Emergency 9-1-1 Call Procedure addressing fire.**
26. No excessive engine runs in the pit area. Use the North or South end tables for all engine tuning or break-in procedures.
27. Cell phones are not allowed on the flightline, and should not be used during engine start-up, or anytime you have a transmitter in your hands.
28. Please clean up after yourself when you are done. Pick up all trash and debris, and clean the exhaust oil off of the flight table you are using.
29. Last person to leave the field will police the area, take down the windsock, and lock up the frequency control board, utility shed, and all gates.
30. All padlocks must be locked and secured back where they originally came from. Spin all the numbers so that the combination is not revealed. Please snap the lock shut and spin the numbers, even if you will be leaving a gate open. Do not hang an open lock back on the fence for someone to steal.

EMERGENCY 9-1-1 CALL PROCEDURES

INJURY RELATED ACCIDENT

If CPR is appropriate and a trained individual is available, begin CPR immediately. If possible move the individual to a shaded area and provide general comfort/care as appropriate. A medical first aid kit is located in the storage shed.

Immediately call 9-1-1 , report the incident requesting assistance. The location is the Model Air Plane Strip at Lake Casitas, 11311 Santa Ana Rd Ventura CA.

Immediately call the Lake Management staff at 649-2233, Extension 7. Provide your name, your location at the Model Air Plane Strip and notify them of the incident and that a call has been placed to emergency 9-1-1 and help is on the way. Also provide your cell phone number.

Immediately call the Club Field Marshal/Safety Officer (see below) and notify him of the incident. If he is not available, call the Club President, (see below)

Stand by until emergency help has arrived

FIRE

If a fire should occur in an area that is not safely accessible with the fire extinguishers, immediately call 9-1-1 report the fire and request assistance. The location is the Model Air Plane Strip at Lake Casitas, 11311 Santa Ana Rd Ventura Ca.

Fire extinguishers, both water and CO₂ are positioned immediately outside of the storage shed. If appropriate, attempt to put the fire out using the extinguishers. DO NOT PUT YOURSELF IN DANGER. When in doubt, call 9-1-1.

Immediately notify the Lake Management staff at 649-2233, Extension 7. Provide your name, your location at the Model Air Plane Strip, and notify them of the action taken, status of the fire and if you called 9-1-1. Also provide your cell phone number.

As appropriate, stand by and wait for the arrival the emergency staff.

DO NOT PUT YOURSELF IN DANGER. LEAVE THE AREA IMMEDIATELY IF YOU ARE IN DANGER OF THE FIRE.

At an appropriate time, immediately call the Club Field Marshal/Safety Officer (see below) and notify him of the incident. If he is not available, call the Club President, (see below)

Lithium Polymer Battery Rules

Page 1

1. Maximum individual Cell voltage during charge cycle is 4.2 volts per cell.

- DO NOT EXCEED MAXIMUM-

For 6 cells: 6 cells X 4.2 volts/cell = 25.2 volts

2. Minimum cell voltage during discharge cycle is 3.0 volts per cell.

- DO NOT DISCHARGE BELOW MINIMUM-

For 6 cells: 6 cells X 3.0 volts/cell = 18.0 volts

If a cell is discharged below 3.0 volts, Trickle low charge only at 0.10 C until cell voltage exceeds about 3.2 volts:

For a 2100 mAh pack: 2100 mAh X 0.10 = 210 mAh

3. Maximum charge current for Li-Po cells/packs is 1 C: where C = battery capacity in milliamp hours.

- DO NOT EXCEED-

C = 5000 mAh = 5 amps maximum charge current

4. When charging a multi-cell pack (which is virtually always!) always use a balancer (such as AstroFlight's blinky) or a charger which has an integral balancer. After a number of charge/discharge cycles, cells can go out of balance without the use of a balancing system during charge cycles. A low cell (voltage) will discharge deeper (below 3.0 volts) during use, and not charge up to the maximum (4.2 volts) - - and the other cells in the pack will over charge above 4.2 volts. All this is bad and leads to cell (and pack) failure.

5. Always assure the charger is working properly, and use the correct charging voltage. Li-Po cells or battery packs **may ignite** if connected to a charger supplying more than 6 volts per cell.

6. Do not install Li-Po cells/packs in a power system that will exceed the rated amperage capacity. Maximum pack manufacturer recommended continuous discharge capacities are usually rated 5C or 10C or 20C; where C equals the battery capacity in milliamp hours (mAh).

For C = 5000 mAh and maximum pack continuous discharge capacity is 10C:

5000mAh X 10 = 50000 mA = 50 amps

Burst capacity (greater than maximum continuous) for short duration (usually about 15 seconds, but adhere to mfg specifications) is calculated the same way.

7. After a flight, allow Li-Po packs to cool to ambient temperature prior to charging.

8. Never fast-charge Li-Po cells/packs or any other battery type unattended.

9. Never charge Li-Po cells/packs at any rate unattended.

10. Only charge Li-Po cells/packs with a charger designed specifically for lithium polymer chemistry.

Lithium Polymer Battery Rules

Page 2

11. Li-Po cells can self-ignite because of unmatched cell capacity or voltage, cell damage, charger failure, incorrect charger settings and other factors. Always store in a fireproof container (Surplus Ammo Boxes and purpose-made battery bunkers work well.)

12. Always charge Li-Po cells or battery packs on a non-flammable surface (metal or ceramic.) Never charge a cell/pack in a model. A hot pack may ignite wood, foam, plastic, etc. Never charge a cell/pack inside a motor vehicle, or in a vehicles engine compartment. Never charge a cell/pack on a wooden workbench, or on any flammable material.

13. If a cell/pack is involved in a crash:

- a. Remove the cell or battery pack from the model.
- b. Carefully inspect the cell or battery pack for shorts in the wiring or connections. If in doubt, cut all wires from the cell or battery pack.
- c. Disassemble the pack.
- d. Inspect cells for dents, cracks and splits. Dispose of damaged cells (see below).

14. Dispose of cells or battery packs as follows:

- a. Discharge: with the cell or battery pack in a safe area, connect a moderate resistance across the terminals until the cell or battery pack is discharged.

CAUTION: the cell or battery pack may be hot!

- b. Discard:

- NiMH: place in regular trash.
- NiCd: recycle (cadmium is toxic).
- Li-Po: puncture plastic envelope, immerse in salt water for several hours and place in regular trash.

15. Handle all cells or battery packs with care, as they can deliver high currents if shorted. Shorting by a wedding ring, for example, will remove a finger.

16. Always store cells or battery packs in a secure location where they cannot be shorted or handled by children.

17. When constructing a pack, always use only cells of the same capacity (mAh).

18. If batteries are to be stored for periods of greater than 4 weeks at a time, it is necessary to store the batteries in a 50% discharge state. This is irrespective of battery voltage.

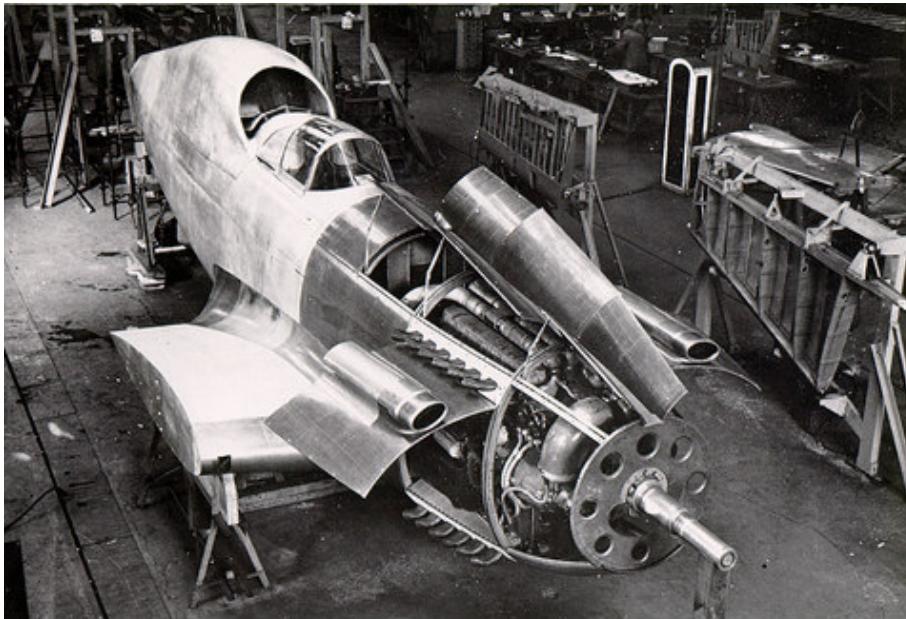
How to get to a 50% discharge state?

If you have a watt meter (Astro, Medusa, etc.), you can monitor and discharge to 50% of the pack capacity. For example, after you fully charge a pack, discharge the pack until 50% of the pack capacity is discharged.

If you don't have a watt meter you can follow these general guidelines. With a fully charged pack, fly 1/2 the time you normally fly. For example, if you get 20 minutes of normal flying time, fly 10 minutes to get to "50%" discharge state.



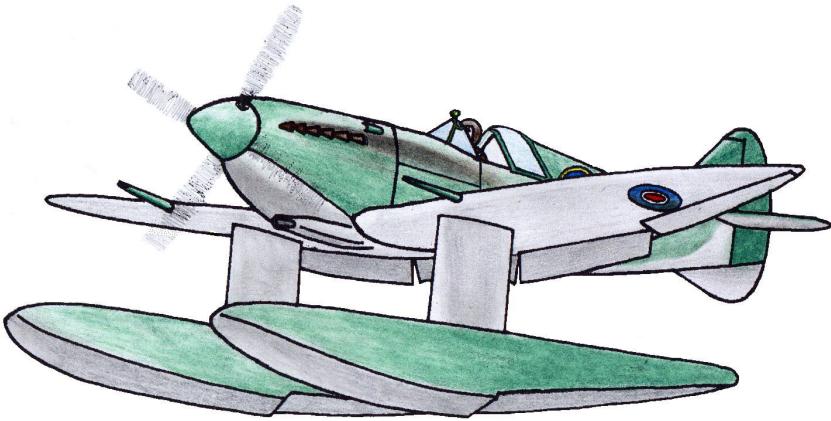
As threatened last month, here are a couple of photos of my Aeromaster Too. The date on the photos says May 1974, which squares with my memory. Although I'd seen Aeromasters around, I wasn't all that impressed with them. Not a kit I'd have bought, I won this kit in a raffle and decided to build it instead of trading or selling it. I chose the short top wing, bottom wing unswept configuration, put on an O.S. Max .60 Gold Head with a Semco flow-thru muffler and a Blue Max radio. I think the wheel pants and narrow wheels were Williams Brothers. That's Super Monokote covering, base white with transparent red and blue trim. It looked good and flew like a banshee. Made lots and lots of flights, never put a scratch on it always had a blast and finally sold it to a buddy in Goleta. And yeah, that's a much younger me in the photo.



Here's a **Mystery Plane** for ya. My buddy Rowe in Palmdale sent this photo... didn't say where it came from and he asked "Do you know what this is/was/gonna be?" Woo, I sure don't know. Might be a mockup of something that never came to anything. It has a big X-type engine (check out the stacks high and low) with maybe a supercharger in front and a crankshaft for two counter-rotating propellers. I haven't been able to find a match for that engine from any of the usual suspects... Allison, Rolls-Royce, Lycoming, Bristol, etc. Cowl appears to be metal, but is it wood aft of the firewall? There seems to be a set of wooden wings off to the right, but no wing attach fittings. The windshield is not for a fighter, by the time this was built it would have been a thick, bullet-proof windshield. I presume the big scoop aft of the canopy is for the radiator? And finally, it's sitting on sawhorses, no landing gear. I sent a note off to aviation historian John Underwood, but haven't heard anything back. So, what do y'all think?

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Jerry 'kid' Deanda



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