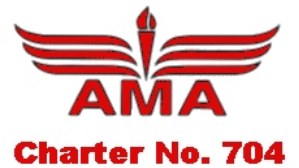




The Tailwind



JULY

DON LEWIS, EDITOR

2009

President: Lonny Johnson Vice-President: Tommy Whitworth
Treasurer: Lynn Perkes Secretary: Jeff Jordan
Safety Officers: Bill Pruner, Phillip Elmore, Shawn Lance
Instructors: Mike Nickens, Bill Pruner, Lonnie Johnson

Next Meeting on July 17 - Be There!

Be sure to check out the website at www.fly-hrcc.org

MEETING MINUTES



- Lonnie called the meeting to order at 7:00 PM. 10 members were in attendance.
- The minutes from the May meeting were published in the June Tailwind. Shawn made a motion to accept the minutes as published; Fred seconded the motion; and the motion passed unanimously.
- Lynn presented the Treasurer's report. A motion to approve was made by Percy, seconded by Don, and passed unanimously.
- Len gave Don the check for the Parks Department. Don will generate report and send to the Parks Department.

Old business-

- The mowing schedule was discussed. We still need volunteers to fill in the open weeks.
- The mower still needs a home. Don has it currently stored at his house on the trailer Percy is graciously allowing us to use. Don is not able to keep the mower at his house long term and a permanent home is needed for it. In the meantime, please call Don and give him some notice if you are going to use it to mow the field.
- An option for storing the mower at the field was discussed. Don has sketched a small

shed that would double as a work table in the pit area. Insurance for the mower was also discussed, but no one was specifically assigned to look into it. Don is going to investigate the possibility of storing the mower at one of the Hendersonville High School athletic storage buildings. Don will also present his sketches to the Parks Department to see if storage at the field is a possibility.

- Don has not checked with AMA to see if we can fall under their non-profit qualification so we can pursue the Kroger Card program.
- Lonnie presented a summary of the fly-in. We had a significant number of pilots in attendance (22), and made a considerable profit.
- Lonnie presented an article that was printed in the Hendersonville Standard newspaper. The article gave outstanding coverage of the event, with numerous photos. The article covered almost ¾ of the back page of the paper.

New business-

- Shawn asked to have a frequency monitor at future fly-ins due to some radios found not to be on the channel they were supposed to be on. We will add this item to our fly-in checklist.
- The Fall Air Show planning was discussed.

- It will be dedicated to the memory of George Quinn, and a plaque will be presented to his family.
- MTRCS moved their giant scale event to accommodate our event date.
- Tom Albert (president of MTRCS) has volunteered to be the master of ceremonies at the event.
- Lonnie is having a plaque of appreciation made for Tom for moving their event and volunteering to be our master of ceremonies.
- Lonnie is going to enlist the help of Bill Day and Daryl Marek to help with the newspaper advertising for the event.
- We need to consider whether or not we want to make a charitable donation from the club to be presented at the event.

A motion to adjourn was made at 7:55 PM by Fred, seconded by Ken, and passed unanimously.

TREASURER'S REPORT



Opening balance	\$1,831.33
Income	765.75
Expenses	<u>(1,548.87)</u>
Closing balance	<u>\$ 1,048.21</u>

HOW TO ADJUST A TWO-NEEDLE CARBURETOR

Typically, carburetors come from the factory close to being preset. If you have torn down your carburetor for a thorough cleaning and examination, or you just want it to run right, here's a good starting point.

With the throttle barrel in the full open position, close the high-speed needles until it stops. Then, back it out three turns. Now, with the throttle barrel almost closed, do the same thing with the idle mixture screw. This is your baseline.

Some carburetors have a throttle-stop screw. Usually we set these so the air hole in the carburetor barrel completely closes off at full low throttle trim. When adjusting some idle mixture screws, the carburetor barrel wants to rotate and get pushed inward, making it a little difficult to get a good setting. All you have to do is lock the throttle arm so it cannot rotate or go in while you are adjusting the idle mixture screw.

Here are 10 steps for setting up almost any two-needle carburetor:

1. Start the engine and go to full power.
2. Set the high-speed needle to maximum power and back off about 1/4 to 1/2 turn.
3. Go back to as low an idle as you can achieve.
4. Turn the idle mixture screw until the engine stops. While the engine is off, back the idle screw out 1/2 to 3/4 turn.
5. Restart the engine at idle.
6. The engine should be idling pretty well.
7. Reset the high-speed needle to maximum rpm and back off 200-300 rpm.
8. Return to idle and let the engine idle for about 15 seconds.
9. Quickly move the throttle to full power and listen to the transition from idle to full power. If it instantly goes to full power, you are finished.
10. If it hesitates or sags a little, it is still too lean. Back out just 1/4 turn. Repeat step 9.

When you are finished, at about 1/2-trim setting, you should be getting a good fast idle at high-throttle trim. You should be able to shut the engine off at full low-idle trim. That's all there is to it!

From the Spirit of St. Louis R/C Flying Club, St. Charles, Missouri

CELEBRATING FLIGHT

The Golden Age of Air Racing

From "The Golden Age of Aviation"

"Once having tasted flight you will walk this earth with your eyes turned skyward. For there you have been and there you long to return." - Leonardo da Vinci

Air racing got its start in the United States when newspaperman Ralph Pulitzer offered a trophy to promote high-speed flight. He did this because American aircraft were making a poor showing in European air races. The first Pulitzer race was held at Mitchel Field, Long Island, New York, on November 27, 1920

The National Air Races

1920 was the first National Air Races, although then not yet known by that name. 1929 was the first of the true civilianized

events, previously dominated by featured military and corporate-sponsored planes.



1929 marked the ninth year for the National Air Races, and the first year that the event was held in Cleveland, Ohio. Louis Greve was appointed to the position of president of the National Air Races in Cleveland. He had played a major role in securing "the races" and he would continue to hold the position of president through 1939. This enterprise would become one of the leading aviation events in the world. The 1929 event ran from August 24th through September 2nd, and consisted of some 35 closed course flying events, eight (8) Air Derbies, an Aeronautical Exposition, the National Glider Conference, and Wings of 1929, a Aeronautical Musical Extravaganza. It was also at this 1929 Air Classic of the Century that the Golden Age of Air Racing, is said to have started. On Monday, September 2, 1929, when during a racing "free for all" (We call it unlimited today) The domination by the Army and Navy came to an end during "Event #26- Free For All" The grand finale at the 1929 Cleveland Air Races, when Pilot Doug Davis beat the Army and

Navy in his sleek little Travel Air Mystery Ship monoplane. This crushing defeat of the military domination of air racing was a defining moment in aviation history. It caused the military to get rid of their World War I concepts of Aerial warfare and to start ordering state-of-the-art aircraft. More than 500,000 tickets were sold for the 1929 races, which took place over a ten-day period. That was the zenith of air racing as a spectator sport. The Great Depression, combined with the decreasing novelty value of flight, cut into attendance figures during the 1930s. Nevertheless, the National Air Races continued through 1939. They were held in Cleveland every year except 1933 and 1936, when Los Angeles hosted them. And two major events still drew sizeable crowds.

In 1930, Charles E. Thompson, President of Thompson Products, Inc., established a trophy to encourage faster land planes. The Thompson Trophy Race became the feature event of the National Air Races. This race like the Pulitzer Trophy Race, was a Pylon race, meaning that it was flown around a closed circuit marked by Pylons.

Bendix Trophy Race

The Bendix Trophy Race was conceived in 1931 by Cliff Henderson, the originator of the National Air Races. That year he convinced businessman, Mr. Vincent Bendix, that the United States needed an annual "free for all" cross-country air race to help stimulate advancement within the aviation community of both aircraft engine and airframe design. Speed, reliability, and endurance were the ultimate quest.



The Bendix Race attracted some of America's most daring and colorful characters. After the World War II, with the exception of three-time winner Paul Mantz, and 1949 winner Joe DeBona, the race became strictly a military event. The last Bendix Trophy Race was flown in 1962 when Captain Bob Sowers piloted an Air Force B-58 Hustler from Los Angeles to New York in the then amazing time of 2 hours 56 seconds. This was quite a contrast to the

first race in 1931 when Jimmy Doolittle in his Laird Super Solution flew from Los Angeles to Cleveland in 9 hours 10 minutes, or to Louise Thaden's 1936 win from New York to Los Angeles in her Staggerwing Beechcraft C-17R with a time of 14 hours 55 minutes.

“There is no excuse for an airplane unless it goes fast.” – Roscoe Turner

EDITORIAL

Well?



Well?

Where are you?

One of our most senior members made a motion to purchase a mower for the club. The motion was seconded and we discussed it at length before voting on it. We got everything lined up, storage, a volunteer to maintain the mower, the use of a trailer donated, and volunteers for a committee to select and purchase a mower.

We then discussed the reasons for buying a mower. The person who made the motion said that his major objection to mowing was that it put undue wear and tear on his own mower. His reason for making the motion was that, in his opinion, more people would volunteer to mow if the club had the equipment and the means to get it to the field (i.e., a trailer). There was an almost unanimous chorus of agreement from the fifteen or more members who were present at the meeting. The motion was voted on and passed unanimously, with a limit of \$1200 plus sales tax to be spent on a mower for the club.

After about 6 weeks, the members of the mower purchase committee found what they felt was the best value for the club. One of the committee members made a trip to Spring Hill to check out the mower and leave a deposit if it met our requirements. Another member of the committee then made the trip with his trailer to pay for the mower and haul it home. What resulted was a less than 2 year old John Deere mower, a mower

originally priced at over \$2300, was purchased for \$1100.

Now we are the proud owners of our own riding mower – a good quality one at that – that should last for many years.

Wait a minute... Where are the mowing volunteers who said that they would mow if the club had the equipment for them to use? We have had the mower for a couple of months now, and only one club member who was not one of the original 3 mowing volunteers has used the club mower to mow the field. There have not been any members who have stepped up and volunteered to be put on the regular schedule for mowing even though they committed to it during the discussion prior to voting on the motion. Is there something other than the club furnishing the equipment that is required to get members to volunteer to mow? The calendar is on the website – even if you can't mow regularly, pick some dates to commit to.

Another thing... If you are not mowing regularly, you do not have the right to complain about how or when the field is mowed or not mowed. You should only complement the mowing when it is deserved. All negative comments should remain unsaid, unless you are mowing regularly. I know that everyone is not able to mow – there were a couple of years in the past where I could not mow – I just did not have the time due to other things happening in my life that had a higher priority. So I did not mow during those times – I also did not gripe about how the field had been mowed or if it had not been mowed.

I realize that everyone can't mow. Get creative, though. One of our members who can't mow due to physical limitations has volunteered to keep the weeds sprayed. He is doing what he can – a good example for us all to follow. Think about it seriously and volunteer if you can – that is why we bought the mower!

One last thing, we still need a place to keep the mower. I cannot keep it permanently at my house. I have not had the time yet to talk with the Parks Department about a combination work table/storage shed, but will as soon as I can spare the time. If we

don't get a member who can store it in a location convenient to the field, storing it at the field will be our only practical choice. All other ideas are welcome.

Come to the meeting this Friday and let's discuss it!

That's my opinion - it oughta' be yours! 😊

LETTERS TO THE EDITOR

I welcome any member to submit an opinion in writing so long as it is civil in its expression (I reserve the right to make that determination). You can email your letters to the editor to me at Don_Lewis@comcast.net, or just give them to me at a club meeting.

NOVICE NUANCES

Crosswind Takeoffs

By Roger Post Sr.

Crosswind takeoffs can cause crashes if the correct transmitter controls are not used. The guiding principle: to prevent the plane from flipping over, add aileron into the wind. Following full-scale practice, aileron input starts during the ground roll and decreases slightly as speed increases. Once the plane has taken off, rolling slightly into the wind directs the left, generated by the wings, into the wind and counteracts the sideways drift of the model.

Wind velocity and ground speed determine how much you lower the upwind wingtip. If your ground speed is slow, you need more aileron into the wind. As ground speed increases, decrease the aileron input. If the crosswind velocity is high, you need more aileron input and, if there is just a gentle breeze, you need only a little.

Rudder is used to keep your model tracking straight and to counteract torque and the other factors that tend to swing a model's nose to the left during takeoff. If needed, you can "crab" into the wind after takeoff to ensure a straight track. If, right after takeoff, the wind starts to flip your model over (the upwind wing starts rolling upward),. Follow the rules that apply in a near-stall or stall condition. Use

your rudder to correct the bank angle: to roll level, input right rudder and relieve and little back pressure on the elevator stick, i.e., reduce up-elevator to pitch the nose down and regain airspeed. Don't use the ailerons for bank correction when you're in this precarious situation.

-From Model Airplane News

WHY DIDN'T I THINK OF THAT?

Refuel Fill Valves

by Jim Kale

I have noticed many having problems with refuel fill valves for the last couple of years. It is just my opinion; however, many of the refuel valves that require a special plug to be inserted into a special jack just don't work too well in the long run. Valves such as the DuBro quick fill often seem to work well in the beginning, but in a year or two, they become difficult to connect, possibly leak, can easily get dirt and debris into your fuel system when you connect the refill fittings, etc. When they have a problem like this, they often cause lots of difficulty, frustration, and bad language at the flying field.

Recently, Phil was trying to fly one of his big gasser models that was having engine run problems for more than two years. Phil had picked up the model at Perry, and it looked to be in great condition; however, there is no way to know how long it had been hanging in a workshop somewhere. After lots of frustration, bad language, and trouble shooting, we finally traced the problem to the refuel fill valve. It was letting air get into the fuel line and the engine would not run reliably. When the refuel fill valve was removed and replaced with a short brass tube, all of the problems went away and the engine ran like a new one. Unfortunately, on the next flight, the airplane stalled and spun in, possibly because of radio problems. Phil said it was really great though to have the engine perform well—for at least one flight.

I am a firm believer that the best way to refuel is a dedicated third fuel tube that goes straight to the tank. It should have a plug to close it off after refueling is complete. That means you have three lines coming from the tank: one for the vent, one for

the feed line to the engine with a clunk inside the tank and a filter as close to the engine as is practical; and one is the refuel line with a plug in it when it is not used for refueling. A fuel dot is the ideal way to keep this line easy to get to for refueling the model. This is about as simple and fool-proof as you can get. You could use a T-fitting in the fuel between the filter and the tank, and put a line on the end of the T and keep it capped off except to refuel. However the problem with this arrangement is that often when you pump fuel into the line, some of it will go out the carb and onto the ground.

Always use a filter as close to the engine as you can put it. If you use a filter on the clunk inside the tank and then refuel through this line, you will pump debris into the filter from the engine side and it will quickly go back up the line to the carb as soon as you start the engine. We have all seen pilots who spend the bulk of their day at the field having engine run problems because they failed to take these simple precautions when they installed the fuel system. Don't make your flying life miserable and difficult when it is easy to do it correctly the first time.

By the way, when you cut brass tubing to be used in the fuel system, file the ends of it smooth so they are not sharp and cut into the line making a very hard-to-find air leak. A little good building practice will make life much more fun on the flying field. We all want to fly when we go to the field, not spend all of our time troubleshooting problems that we inadvertently caused by poor construction.

If your model survives several years, you should remove the fuel tank system every couple of years or so to make sure you don't have any problems developing. Alex Perez recently brought his 12-year-old model to the field and found that the engine would not run correctly. Then Alex remembered he had not checked the tank system since it was new. He did the correct thing and went home and restored the fuel system to a serviceable condition and it ran great the next time he came out.

It is very easy to forget how old a model is if it has been performing well for several years. I once flew a model for six years without fuel difficulties. When

the next flying season rolled around, somehow I thought about checking the fuel system. The fuel filter has so much crap in it that I doubt the engine would have run at all. So, I probably saved lots of possible frustration and agony at the field trying to get it started and running.

NEW PRODUCT!

Top Flite Gold Edition Cessna Skylane ARF

By Klaus Ronge

Regarded by many pilots as the best four-seat piston airplane in general aviation, the C-182 Skylane has been in production for over 50 years. It's comfortable for the pilot and passengers, has a powerful 230hp engine that delivers exceptional performance and sleek, appealing lines. It's also easy to fly and very stable, which makes it an ideal scale RC model subject. The ARF is based on the popular Top Flite Gold Edition kit with many additional features. The airframe is built from balsa and ply and duplicates the curves of the original very well. It's covered in a MonoKote that replicates a late model trim scheme and is expertly applied. Fiberglass wheel pants, wingtips, tail cone, one-piece fiberglass landing gear and wing struts and cowl are painted to match the covering. A generous package of high-quality Great Planes hardware is included as well as wheels, steerable nose gear, pushrods, fuel tank, decals and all the required nuts and bolts. Some of the scale details include operating navigation, landing and beacon lights, full ABS cockpit kit including seats, highly detailed instrument panel with control yokes, antennas and aluminum spinner. Another great feature of the updated Skylane is the available choice of powerplants. It can be powered by a two- or four-stroke glow engine or with a brushless motor. A removable hatch on the underside of the fuselage makes battery changes convenient if you choose to go with electric. I chose to use the powerful O.S. Engines 120 four-stroke because of its performance and realistic sound.



PILOT DEBRIEFING

During the initial flight test, I chose to keep the flaps up due to the strong gusty winds. On later flights I found that there's some ballooning when they're deployed and mixing in some down-elevator helps a lot. Both with the flaps up and down a substantial amount of back elevator pressure is needed during the flare. My first couple of attempts resulted in bounced landings but I improved after that. The Skylane is pleasure to build and fly and gives modelers with limited time or building skills an opportunity to own a topnotch scale model they can be proud of. It's an excellent choice for entering giant-scale (IMAA legal) modeling due its gentle flight characteristics. Modelers of all levels will enjoy the C-182's short building time, great scale looks and realism in flight.

SPECIFICATIONS

MODEL: Gold Edition ARF Cessna 182 Skylane

MANUFACTURER: Top Flite (top-flite.com)

DISTRIBUTOR: Great Planes (greatplanes.com)

TYPE: scale

WINGSPAN: 81 in.

WING AREA: 898 sq.in.

LENGTH: 64 in.

WEIGHT: 13 lb.

WING LOADING: 33.354 oz./sq.ft.

POWER REQ'D: .60-.91 2-stroke, .91-1.20 4-stroke or Rimfire 1.20 brushless motor and 5S LiPo

RADIO REQ'D: 6-channel

PRICE: \$400

*For the complete review, see the September 2009 issue of
Model Airplane News.*

PIONEERS OF FLIGHT

Butler and Edwards

From Century-of-Flight.net

Great Britain, 1867. J. W. Butler and E. Edwards, patent an aeroplane probably based on some recollection of their school-boy days, when they threw paper arrows in class. The stability of these little projectiles is quite good fore-and-aft, because the supporting surfaces increase in area while the intensity of the pressures diminish toward the rear,

but the power required is great, and there is probably no aviating merit in this form.



The form here shown above is the simplest, the top planes being set at a slight dihedral angle, in order to procure lateral stability.

Butler and Edwards also proposed to combine the planform in a variety of ways, superposing the sustaining planes, or (fig. 2), placing two machines side by side, or both, and bracing between by diagonal ties.

The motive power was to be placed in a car, forward of the centre of figure, and capable of being moved forward and back, so as to shift the centre of gravity to correspond with the centre of pressure at varying angles of flight.

The power was to consist in jets of steam issuing against the air in the rear; but, suspecting that this would be enormously wasteful, the patentees reserved the right of using screw propellers, driven either by the reaction of jets of steam issuing from curved arms (Hero's aeolipile) or by an ordinary steam-engine, in which case the steam was to be exhausted and condensed back into water, in cells formed by doubling the surfaces of the planes and thus providing hollow spaces.

SAFETY TIPS

Strokes: What to Look For

Although unable to find and credit the original source, the following knowledge of first aid is always helpful. The simple steps outlined might

save a life or lessen later complications. None of us is getting any younger. Spread this around as you see fit.

Stroke Identification:

A neurologist says that if he can get to a stroke victim within three hours he can totally reverse the effects of a stroke. He said the trick was getting a stroke recognized, diagnosed, and then getting the patient medically cared for within three hours, which is tough.

Recognizing a Stroke:

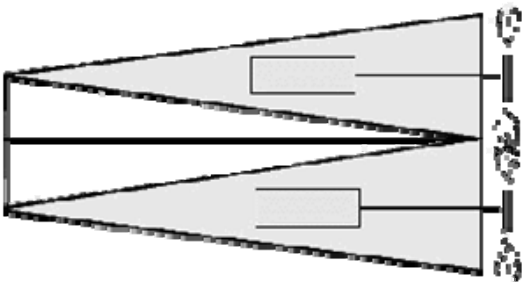
Remember the “three” steps, S.T.R. Read and learn! Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.

Now, doctors say a bystander can recognize a stroke by asking three simple questions:

S: Ask the individual to smile.

T: Ask the person to talk and speak a simple sentence coherently. (i.e. It is sunny out today.)

R: Ask him or her to raise both arms.



If he or she has trouble with any one of these tasks, call 999/911 immediately and describe the symptoms to the dispatcher.

New Sign of a Stroke

Another sign of a stroke is this: Ask the person to stick out his tongue. If the tongue is crooked—goes to one side or the other—that is also an indication of a stroke.

SOMETIMES YOU JUST HAVE TO LAUGH...

A guy walks out to the street and catches a taxi just going by. He gets into the taxi, and the Cabbie says, 'Perfect timing. You're just like Frank.'

Passenger: 'Who?'

Cabbie: 'Frank Feldman. He's a guy who did everything right all the time. Like my coming along when you needed a cab, things happened like that to Frank Feldman every single time.'

Passenger: 'There are always a few clouds over everybody.'

Cabbie: 'Not Frank Feldman. He was a terrific athlete. He could have won the tennis Grand-Slam. He could golf with the pros. He sang like an opera baritone, danced like a Broadway star and you should have heard him play the piano. He was an amazing guy.'

Passenger: 'Sounds like he was something really special.'

Cabbie: 'There's more... He had a memory like a computer. He remembered everybody's birthday. He knew all about wine, which foods to order and which fork to eat them with. He could fix anything. Not like me. I change a fuse, and the whole street blacks out. But Frank Feldman, he could do everything right'

Passenger: 'Wow, some guy then.'

Cabbie: 'He always knew the quickest way to go in traffic and avoid traffic jams. Not like me, I always seem to get stuck in them. But Frank, he never made a mistake, and he really knew how to treat a woman and make her feel good. He would never answer her back, even if she was in the wrong; and his clothing was always immaculate, shoes highly polished too - he was the perfect man! He never made a mistake. No one could ever measure up to Frank Feldman.'

Passenger: 'An amazing fellow. How did you meet him?'

Cabbie: 'Well, I never actually met Frank, he died. I married his \$^%\$&* widow.'

PRODUCT REVIEW:

The Wings Maker – Clipped Wing Cub 48

By Greg Covey

The new Clipped Wing Cub 48 from The Wings Maker is available in two color schemes. It is made from top quality balsa and plywood construction and comes with all hardware and accessories. The built-up rib wing and tail section comes with all the control surfaces pre-installed.



I'll be converting this model to clean and quiet electric power. It is similar in appearance and covering scheme of my World Models 1/3 Scale Clipped Wing Cub, but essentially half the size or 1/6 scale.

Specifications:

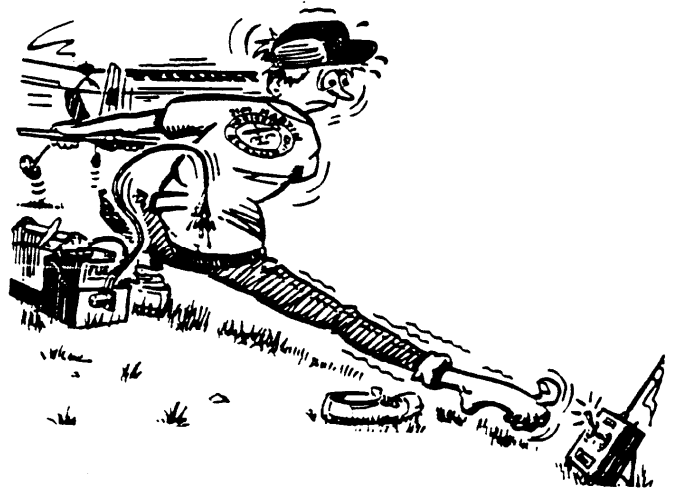
- Price: \$109.99
- Wing Span : 63 in / 1600 mm
- Wing Area : 620 sq in / 40 sq dm
- Flying Weight : 5.5 lbs / 2500 g
- Fuselage Length : 47 in / 1200 mm
- Engine Required : 2-stroke 0.40 - 0.46 or 4-stroke 0.52 - 0.56
- Radio Required : 4-channel radio w/ 5 standard servos

I had an opportunity to test fly the Cub off pavement and it performed very well. It has off the ground in about 15 feet of runway using only half throttle. The CG seemed perfect so we trimmed it out and had some fun.

Our next series of test flights were from grass. These were captured on the video above when we flew the Cub 48 on a nice sunny day in early May. The winds were 10-15mph and about 45 degrees off the runway line. The Cub had plenty of power on take-offs and performed very well.

For the complete review, go to:
http://www.rcuniverse.com/magazine/article_display.cfm?article_id=1117

THE LIGHTER SIDE OF R/C



YOU MIGHT BE AN R/C MODELER IF...

By Bill Atkins, Byron, GA

- ... You play your AMA and radio channel numbers in the lottery.
- ... You use your heat gun to try getting wrinkles out of your new bathroom wall-paper job.

BARGAINS YOU CAN'T PASS UP

Bill Hill has the following for sale (call him at 824-1798 for pricing or to make an offer):

- Ace 4-40 Bipe: - OS FS-40; 2 std. size servos; like-new condition
- "Spook 72": RC version of classic free-flight. Built from plans and covered; some work needed to complete nose area; JR dual conversion receiver on Ch 28; 600mah NiCad; 3 JR std. servos.
- World Models "Intruder 90" ARF: Pattern plane; new OS FS-91; Ch 28 receiver; 5 servos. Never flown!!

- Hangar 9 “UltraStick” ARF: 76” wingspan; “weedeater” gas engine conversion; JRC Ch 28 receiver; NiCad flight battery; 7 servos. Only flown twice.
- Extra 300 : Built from kit; almost new OS FS-91; Ch 28 receiver; Nicad flight battery, 5 servos. Only a few flights. Excellent condition.
- Goldberg Anniversary Cub kit. Complete.
- Top Flite F4U-1A Corsair kit. 61”W.S., Wood complete, some hardware missing.
- OS Max SF-40. VG condition
- 3 - OS Max FP-35. VG condition
- 2 - OS Max FP-25. One VG condition, other needs strap-on muffler.
- Fox .25. Control line/ free flight. No muffler. VG condition.