

AMA GOLD LEADER CLUB

R/C Propbusters of Salem CT

www.rcpropbusters.com

Jim Holzworth, Newsletter Editor
jimholzworth@gmail.com, 860-885-9260
RC Propbusters, Inc. ©

AMA Club No 191
Founded 1937

October 2019 Newsletter

Almost time for annual membership renewal. Renew online at: <http://rcpropbusters.com>
Club officers for 2020 will be nominated at the November meeting, and elected at the December meeting.
Preparing for Winter indoor flying at St. Thomas More School.
Revised R/C Propbusters Flying Field Rules. See page 7-8.

An aerial overview of the R/C Propbusters Flying Field



See video by Stephen Faust and Grant MacNally at: <http://rcpropbusters.com/index.html> and <https://www.youtube.com/watch?v=3jgcKzPcZx0>

RC Propbusters meetings: Third Tuesday of every month @ 7:30 PM. Meeting location is **Salem Public Library**, CT Route 85, about one mile north of Salem Four Corners (Circle).

Learn to Fly!

If you have an interest, come to our field. There is usually a member there who will give you the opportunity to try flying a trainer type model either powered by an electric motor or fueled engine. The gentlemen listed below have generously offered to help you learn to fly r/c airplanes, helicopters, drones, and gliders.

INSTRUCTORS

TOM VERNON	CHIEF PILOT	860-859-1584	JOE COMEROSKI	HELICOPTERS	860-848-3184
DENNIS DUPLICE	FIXED WING	860-376-6230	ED DEMING	HELICOPTERS	860-884-3222
ROBERT LARSON	BOTH	860-526-2267	MARK O'CONNELL	BOTH	860-460-8835
KYLE SWAIDNER	** GLIDERS	860-405-5304	LEN BUFFINTON	* GLIDERS	860-395-8406
DAVE GRAINGER	FPV RACING	860-302-3169	RICHARD CROOKS	FIXED WING	860-446-0050

* Len Buffinton is a Glider and Aero-Tow expert who can also help you with fixed wing flying.

** Kyle Swaidner flies everything, and also is offering to introduce you to sidearm and discus launched GLIDERS.

If you are a student, hook up with one of these men and get trained.

Any club pilot can train you, but an instructor must sign you off.

R/C Propbusters, LLC. Officers for 2019

President:	Bill Mares
Vice President:	Ed Deming
Treasurer:	John Banks
Secretary:	Peter Sylvester
Safety officer:	Tom Vernon
Webpage Editor:	Mark Thompson
Newsletter Editor:	Jim Holzworth
Field Marshal:	Shane Duffy
Board of Directors:	Mark Thompson, Dave Hoffman, Mark O'Connell, Bob Beauregard

CHECK OUT OUR WEBSITE:

WWW.RCPROPBUSTERS.COM

If you want to contribute something to the website, you can do so on the forum or contact Mark Thompson at mark@sterlingtec.net

Submit ideas and tips for the newsletter to Jim Holzworth at jimholzworth@gmail.com

October Aviation Events & Milestones

4 October 1909 (USA) — More than a million New Yorkers watch as Wilbur Wright makes a flight along the Hudson River.

14 October 1947 (USA) — Capt. Charles “Chuck” Yeager becomes the first person to fly faster than sound. Yeager “breaks the sound barrier” in his Bell X-1 airplane, “Glamorous Glennis,” named after his wife. He was able to reach 670-mph or Mach 1.015 at Muroc Dry Lake, California.

25 October 1944 (Leyte Gulf) — The first suicide air (Kamikaze) attacks occur against United States warships in the Leyte Gulf.

4 October 1957 (USA) — Russia launches the first Earth satellite. The 184-lb. “Sputnik” attains an orbital velocity of 5 miles per second.

10 October 1957 (USA) — President Eisenhower announces that the United States will attempt to launch a four-pound “test” satellite in December.

<https://www.skytamer.com/October.html>



NOTICE (from the Editor): Do we have your correct email address?

If you are currently a member of R/C Propbusters in good standing, and can only receive the monthly newsletter from our website (<http://www.rcpropbusters.com>), maybe your email address has changed, or was incorrectly entered on our membership list. Monthly newsletters are sent individually (directly) to each club member at the email address listed on the membership list. If you have a new email address, or need to make a correction, please contact Jim Holzworth at jimholzworth@gmail.com. Our membership list will be updated.

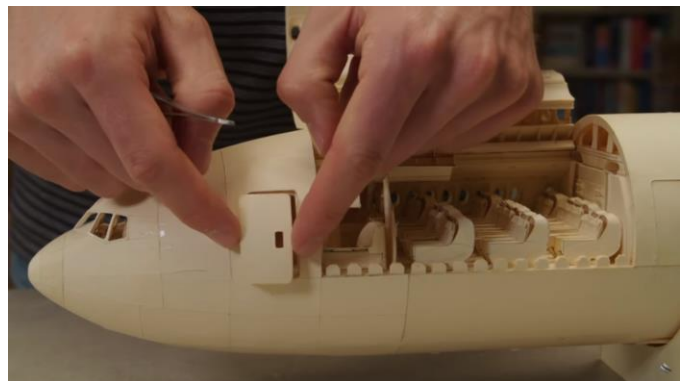
<https://www.pinterest.com/pin/265712446745307711/>

You gotta watch this!

The Ultimate Paper Airplane | WIRED

Published on Jan 10, 2018

Over the last decade, designer Luca Iaconi-Stewart has been building an incredibly detailed model of a Boeing 777, right down to the tiny seats and moving landing gear, using only paper folders and glue.



https://www.youtube.com/watch?v=c47kn_Y4y8A&list=PLibNZv5Zd0dzFVZ0BvcOZUf0J0Ifn1GeI&index=3&t=0s

Early R/C

Convair XPB5Y-1 Tradewind: Boys & Their Toys

NOVEMBER 25, 2014 BY WHITEMULE

A wonderful website, *The Dreamy Dodo* (<https://elpoderdelasgalaxias.wordpress.com/>), has an interesting story about *Tradewind*, a US Navy flying boat. Check out the radio control transmitter!



Photo: Consolidated Vultee.

The early 50s Tradewind was the last (barely) useful four-engine flying boat employed by the U.S.Navy. Originally designed as fast flying boat that was suitable for various tasks like submarine hunting, mine laying and offensive patrol missions – a sort of successor for the fantastic Catalina and the “unacknowledged” four-engine Coronado flying boats.

<https://elpoderdelasgalaxias.wordpress.com/2014/11/25/convair-xpb5y-1-tradewind-boys-their-toys/>



Early testing of a 1/8 radio-controlled scale flying XPB5Y-1 model at the seaward side of Lindbergh Field. It was powered by four 2 hp two-stroke engines. It was filmed with three cameras. (Consolidated Vultee photo N24426)

<http://www.letletlet-warplanes.com/2014/05/12/convair-xp5y-1r3y-1-and-2-tradewind/>

Literature:

- Steve Ginter, Convair XP5Y-1 & R3Y-1/-2 Tradewind, Naval fighters No. 34 (1996)
- Bill Gunston, Turbo Tradewind, Aeroplane Monthly, Jan. 1992 p.28-49
- Patrick Hoeverler, Vom Winde verweht-Convair Tradewind, Klassiker der Luftfahrt, March 2014 p.28-33

How to Talk Sailplane (brief glossary)

Aileron: Ailerons are hinged control surfaces attached to the trailing edge of the wing of a fixed-wing aircraft. The ailerons are used to control the aircraft in roll.

Elevator: Horizontal control surfaces at the back of the tail used to control pitch.

Flaps: Trailing edge surfaces beginning at or near the fuselage and extend out to the aileron. These surfaces can be dropped slightly to increase lift, raised or reflexed to decrease lift and increase speed, or extended downward significantly increasing lift at slowing the plane for landing.

Flaperons: Usually a control surface along the entire trailing edge of the wing which functions as both flaps and ailerons. The mixing of the flap to aileron is normally done with a computer radio system.

Pitcheron: When both wings rotate in either opposite directions for roll control or in the same directions for pitch control.

Spoilerons: Are a use of either Flaperon's or Ailerons where they are deflected upwards to reduce lift and increase drag. Frequently used in landing planes that do not have flaps.

Trilerons: A small triangular panel that is at the tip of the aileron and usually involves some twisting or bending of the hinge. The goal of trilerons is to seal the outer tip gap when the aileron deflects up or down. These do not have servos as they are attached to the aileron.

Wingeron: This is when both wing are rotated in opposite directions to control roll of the airplane.

For the complete glossary, refer to <https://www.scalesoaring.com/how-to-talk-sailplane>

Tips & Tricks

Mini Firefighter All Purpose Fire Extinguisher – Here is a good thing to have nearby your workbench and battery charger.



Mini Firefighter All Purpose Fire Extinguisher Classes ABC
Gasoline, Kitchen Grease Oil and Fats, Electric and Wood Fires. Keep one nearby while charging lipo batteries.
Also consider purchasing battery charging bags.



Thanks to Bob Bubello for bringing up fire prevention at our October meeting. Check out the following websites:

<https://www.getfpv.com/learn/fpv-essentials/drone-battery-safety/>, and <https://amaflight school.org/getstarted/lipo-battery-basics>

Model of the Month

There were no models presented at the October meeting.

Minutes of the October 15th, 2019 R/C Propbusters Meeting

The meeting was called to order at 7:30 PM with 16 members present.

Minutes of the September 2019 meeting were read and accepted.

Treasury report: from John by email

- | | | |
|------------------------------|-----------------------------|--------------------|
| ○ Opening balance: \$2702.30 | ○ Expenses: \$ 472.71 | ○ Savings account: |
| ○ Income and dues: \$ 492.89 | ○ Ending balance: \$2722.48 | 32020.20 |

Events

Indoor flying: Sunday/Saturdays, total of 6 events, starting on Nov 30th. Schedule will be posted. Hopefully we will get a better turnout.

Peter Sylvester will take care of insurance.

Old Business:

- Bluetooth microphone purchase tabled till spring time.
- We did get a 6-burner new grill, a bit more compact than the old one.

New Business:

- AMA is trying to separate model aircrafts from drones. Watch for updates.
- Please practice safe flying at the field. Keep in touch with AMA and FAA regulations.
- Mass notification service offer from www.dialmycalls.com. Will keep an eye on this for the case that we deem it useful in the future.
- We want to have the Forums on the website live again so that people can advertise items for sale.
- Jim Holzworth needs access to the website.

Good and Welfare:

- Tom Vernon presented his revisions to the club rules regarding pets, parked vehicles and other miscellaneous things. New version will be on the website soon.

New Members

- Paul Johnson

Officers – that time of the year again! Need nominations for officers.

- | | |
|---|---|
| - President: Bill Maires | - Newsletter Editor: Jim Holzworth |
| - Vice President: Ed Deming Harold Paige | - Field Marshal: Shane Duffy |
| - Treasurer: John Banks | - Safety Officer: Tom Vernon |
| - Secretary: Peter Sylvester | - Board of directors: George White & Richard Cavanaugh |

Show and tell

- N/A

Club Officer attendance:

X President Vice President X Treasurer X Secretary X Safety Officer X Field Marshal

Meeting adjourned at 8:30 pm.

Respectfully submitted by Peter Sylvester.

R/C Propbusters Flying Field Rules PFFR 9/10
REV. 3 10/19 (and [REDACTED] designate changes from REV.2)**

**** THIS FLYING SITE IS LEASED AND OPERATED BY THE AMA AFFILIATED R/C PROPBUSTERS CLUB INC. OF SOUTHEASTERN CT. AND IS INTENDED FOR THE SOLE USE OF R/C PROPBUSTER MEMBERS AND GUESTS. ALL PROPBUSTER'S CLUB, AMA, FAA, AND FCC RULES SHALL APPLY AND WILL BE ENFORCED.**

OPERATIONAL/ADMINISTRATIVE RULES

****1. VEHICLES SHALL BE PARKED IN ESTABLISHED PARKING AREAS**

****2. STARTING TIMES FOR INTERNAL COMBUSTION ENGINE POWERED AIRCRAFT ARE 9:00 AM ON WEEKDAYS AND 10:00 AM ON WEEKENDS. ENGINE START TIMES ARE WAIVERED UP TO A ONE HOUR EARLIER START TIME FOR WEEKEND SCHEDULED EVENTS.**

3. NO FLYING WILL BE ALLOWED WHILE FIELD GRASS CUTTING OPERATIONS ARE BEING CONDUCTED ON THE FIELD NORTH OF THE FLIGHT LINE. FIELD MOWING HAS PRIORITY OVER FLYING AND IS PREFERENTIALLY DONE ON FRIDAY PENDING WEATHER, EVENT SCHEDULES, AND AVAILABILITY OF VOLUNTEERS.

4. ALL AIRCRAFT MUST MEET THE A 96 DB MAXIMUM SOUND LEVEL AS TESTED BY AMA PROCEDURE. TO HELP KEEP GOOD COMMUNITY RELATIONS AND OUR FLYING SITE, ALL CLUB MEMBERS HAVE THE RESPONSIBILITY TO COMPLY WITH AND ENFORCE THESE NOISE LIMITATIONS.

5. THE LAST PERSON LEAVING THE FLYING SITE SHALL CLOSE AND LOCK THE GATE UNLESS FARM EQUIPMENT IS BEING OPERATED ON THE PROPERTY AT THE TIME.

****6. THE CLUB HAS ADOPTED A NO ALCOHOL POLICY AT THE SALEM FLYING FIELD DURING FLIGHT OPS. FLYING UNDER THE INFLUENCE WILL ALSO BE SUBJECT TO DISCIPLINARY ACTION. THE AMA "EIGHT (8) HOUR FROM BOTTLE TO THROTTLE" RULE APPLIES**

****7. YOUR CURRENT AMA CARD WITH CURRENT YEAR'S CLUB STICKER & PILOT CATEGORY (PC)STICKER IS YOUR TICKET TO FLY AND SHALL BE ATTACHED TO YOUR PERSON OR YOUR TRANSMITTER. PC YELLOW IS STUDENT..PC BLUE IS PILOT ..PC RED IS PILOT INSTRUCTOR.**

****8. QUAL REQUIREMENTS ARE AS FOLLOWS:**

- STUDENT---MAY FLY ONLY WITH A QUALIFIED CLUB MEMBER PILOT IN ATTENDANCE UNTIL SIGNED OFF (INITIALS ON CARD BY INSTRUCTOR)**
- QUALIFIED CLUB MEMBER PILOTS MAY ASSIST AND TRAIN STUDENTS (BUDDY BOX PREFERRED)**
- QUALIFIED INSTRUCTOR – CAN INSTRUCT, QUALIFY AND/OR EVALUATE STUDENTS & NEW MEMBERS, THEN INITIAL & DATE CARD FOR SOLO FLIGHT.**

9. IT IS THE RESPONSIBILITY OF EACH PILOT TO ENSURE THAT HIS/HER AIRCRAFT IS AIRWORTHY. NEW OR REPAIRED AIRCRAFT MUST BE INSPECTED BY A QUALIFIED MEMBER PILOT PRIOR TO BEING FLOWN.

10. FLYING OF OTHER THAN R/C AIRCRAFT OR HI-START LAUNCHED R/C GLIDERS IS PERMITTED PROVIDED IT DOES NOT INTERFERE IN ANY WAY WITH POWERED R/C FLIGHT OR THE INTENT TO FLY BY ATTENDING R/C PILOTS. EG. CONTROL LINE AIRCRAFT, ROCKETS, HAND LAUNCH GLIDER, FREE FLIGHT. ALL OTHER FIELD RULES AND AMA SAFETY RULES SHALL STILL APPLY.

****11. WE NO LONGER USE THE 72mHz PORTABLE FREQUENCY PIN BOARD OR MAINTAIN XMITTER IMPOUND AREA FOR EVENTS. HENCEFORTH, A PILOT FLYING ON OTHER THAN 2.4 GHZ SHALL POST A LABELED FREQ PIN ON THE PERMANENT FREQ BOARD SUFFICIENT TO BE VISIBLY COVERING UP THAT SPECIFIC FREQ NUMBER.**

12. ON THE PRIMARY FIELD NO MORE THAN (5) FIVE AIRCRAFT ARE TO BE AIRBORNE AT ANY ONE TIME COUNTING AN AIRCRAFT BEING FLOWN FROM STATION (5) FIVE (HELICOPTER/3D SETBACK HOVERING BOX). STATIONARY/3D/HOVERING FLIGHT SHALL BE CONDUCTED AT STATION #5 AND OUT OF THE FLIGHT PATTERN WHEN OTHER AIRCRAFT ARE IN THE PATTERN. FLIGHT TIMES SHALL BE LIMITED TO 20 MINUTES PER FLIGHT INCLUDING ENGINE START-UP AND ADJUSTMENT.

13. DESIGNATED TEST BOX REQUIREMENTS:

A. TEST BOX IS DESIGNATED FOR TEST RUNNING ENGINES, RADIO RANGE CHECKS, AIRCRAFT ADJUSTMENTS, ETC.

**** B. WHEN USING THE TEST BOX, IF OTHER THAN 2.4 GHZ., THE APPROPRIATE FREQUENCY PIN SHALL BE PLACED ON THE FREQUENCY CONTROL BOARD**

14. CLUB MEMBERS MAY BRING A GUEST TO FLY AT THE FIELD. NON-AMA GUESTS MAY FLY ON A ONE TIME BASIS ONLY USING THE HOST MEMBER'S AIRCRAFT UNDER THE GUIDANCE OF THE HOST MEMBER WITH A BUDDY BOX. A GUEST'S AIRCRAFT MAY BE FLOWN PROVIDED IT HAS BEEN SAFETY CHECKED AND FLOWN BY THE SPONSORING MEMBER. AMA

MEMBERS WHO AREN'T CLUB MEMBERS MAY FLY OCCASIONALLY OR DURING A TEMPORARY VISIT IN THE AREA. IT IS THE RESPONSIBILITY OF THE GUEST'S SPONSOR TO ENSURE THE GUEST IS FAMILIAR WITH THE FIELD RULES. GUESTS WHO LIVE IN CT. SHOULD BE ENCOURAGED TO JOIN THE CLUB. ALL GUESTS SHALL HAVE A SPONSOR TO ENSURE AMA AND PROPBUSTER RULE COMPLIANCE.

SAFETY RULES

1. ELECTRIC MOTORS SHALL BE TREATED WITH THE SAME RESPECT AND CAUTION AS GLOW OR GASOLINE POWERED ENGINES. ELECTRIC POWERED AIRCRAFT WITHOUT A SEPARATE SWITCH FOR ENERGIZING THE SYSTEM SHALL ONLY BE PLUGGED IN ON THE FLIGHT LINE... NOT IN THE PITS. ENGINES AND MOTORS SHALL BE STARTED ONLY AT THE DESIGNATED START-UP BOXES OR BENCHES ON THE FLIGHT LINE ONLY (STATIONS 1 THROUGH 5) AND THE DESIGNATED ENGINE TEST BENCH IN AREA SOUTH OF STATION 5. RESTARTS OF GAS OR GLOW ENGINES ON THE FIELD ARE PERMITTED ONLY IF NO OTHER AIRCRAFT ARE ON THE FLIGHT LINE OR IN THE AIR.

2. THERE IS A 25 FOOT BUFFER/SAFETY ZONE BETWEEN THE FLIGHT LINE AND THE ALLOWABLE AREA OF FLIGHT. THIS AREA IS FOR TAXIING PURPOSES. THERE SHALL BE NO FLYING OVER THE SPECTATOR AREA, PIT AREA, OR PARKING AREA. FLYING WITHIN THE BUFFER ZONE IS ONLY PERMITTED WHEN NO OTHER PILOTS/ASSITANTS ARE ON THE FLIGHT LINE AT ANOTHER STATION TO FLY. THERE WILL BE NO RUNNING OF ENGINES OR TAXIING OF AIRCRAFT IN, TO, OR FROM THE PIT AREA

3. TRANSMITTERS OTHER THAN 2.4 GHZ TYPES SHALL NOT BE TURNED ON WITHOUT USING THE ESTABLISHED FREQUENCY CONTROL SYSTEM. ALL TRANSMITTERS/RADIO SYSTEMS SHALL MEET THE REQUIREMENTS OF AMA AND FCC.

4. SMOKING IS STRICTLY PROHIBITED IN THE AREA FROM THE PITS TO THE FLIGHT LINE.

****5. CLASS "B" FIRE EXTINGUISHERS SHALL BE KEPT IN PROXIMITY TO GASOLINE POWERED AIRCRAFT IN THE PITS OR ON THE FLIGHTLINE.**

6. WITH MORE THAN ONE AIRCRAFT IN THE AIR, A FLIGHT PATTERN SHALL BE ESTABLISHED AND MAINTAINED DURING FLIGHT. THE PATTERN IS SET BY PREVAILING WIND DIRECTION AND TAKE-OFFS AND LANDINGS SHALL BE INTO THE WIND. E.G. - WITH WIND COMING FROM OR FAVORING THE (WEST) OR LEFT SIDE OF THE PRIMARY FIELD, TAKING OFF FROM "RIGHT TO LEFT" SETS UP A "RIGHT HAND PATTERN" i.e. ALL TURNS IN THE PATTERN ARE RIGHT TURNS... AND VICE-VERSA. IF A CHANGE IN WIND DIRECTION DICTATES A CHANGE IN THE FLIGHT PATTERN, PILOT RECOGNIZING THE CHANGE SHALL CALL OUT TO OTHER PILOTS ON THE FLIGHT LINE TO REVERSE PATTERN.

- PILOTS NEEDING TO WALK OUT ONTO THE FIELD TO RETRIEVE AN AIRCRAFT WHILE OTHER AIRCRAFT ARE IN THE PATTERN SHALL LOUDLY CALL OUT "ON THE FIELD" AND ENSURE ACKNOWLEDGEMENT FROM OTHER PILOTS ON THE FLIGHT LINE PRIOR TO WALKING ONTO THE FIELD. ANNOUNCING, "TAKING OFF", "LANDING", OR "DEAD STICK" IS JUST A "GOOD PRACTICE" TO BRIEF FELLOW PILOTS OF YOUR INTENTIONS.

**** 8. WELL BEHAVED PETS MAY BE BROUGHT TO THE FIELD AND ARE WELCOME BUT MUST BE KEPT TIED UP OR ON TETHERED (LEASHED) RESTRAINT STRICTLY ON THE SPECTATOR SIDE OF THE FENCE. ANY PET DEPOSITS ON THE GROUNDS SHALL BE PICKED UP AND APPROPRIATELY DISPOSED OF BY OWNER.**

GOOD SAFETY PRACTICES

1. YOU SHOULD NOT FLY ALONE IN CASE OF A DEBILITATING ACCIDENT. THERE ARE TIMES HOWEVER WHEN YOU MAY CHOOSE TO DO SO REGARDLESS. HAVING A CELL PHONE AVAILABLE IS GOOD PRACTICE IN THIS CASE AND EXTRA CAUTION IS WARRANTED IN BOTH ENGINE HANDLING AND FLYING. 911 IS THE EMERGENCY CALL NUMBER

****2. THE FIRST AID BOX IS MOUNTED ON THE SIDE OF THE MEMORIAL/BULLETIN/RULES BOARD**

3. ALWAYS USE A GLOVE OR "CHICKEN STICK" FOR HAND STARTING ENGINES. ALWAYS CHECK THROTTLE CLOSED TO IDLE AND BE CLEAR OF PROP OR FIRMLY GRASP PROP PRIOR TO ATTACHING GLOW DRIVER.

4. ALWAYS PERFORM GLOW DRIVER REMOVAL, NEEDLE ADJUSTMENTS, AND "RUN -UPS" FROM BEHIND THE AIRCRAFT... (EXCEPTION FOR ADJUSTMENT OF "PUSHERS")

5. EYE PROTECTION, EAR PROTECTION, AND ALL THE ABOVE ARE ALL GOOD PRACTICES BUT THERE IS NO SUBSTITUTE FOR COMMON SENSE AND TAKING THE TIME TO DO THINGS THE SAFE WAY.

COMMON SENSE, RESPECT FOR OTHER PILOTS, AND GOOD FIELD ETIQUETTE ALL GO A LONG WAY TOWARDS MINIMIZING REQUIRED RULES. REMEMBER: IT'S ALL ABOUT HAVING FUN WITH AVIATION MODELING IN A SAFE AND ENJOYABLE MANNER. SAFETY IS EVERYONES RESPONSIBILITY! IF YOU HAVE ANY QUESTIONS OR DON'T UNDERSTAND ANY OF THESE RULES, DON'T HESITATE TO ASK YOUR CLUB SAFETY OFFICER, ANY CLUB OFFICER, OR ANY EXPERIENCED PILOT FOR CLARIFICATION.

Items for Sale

Here are some items for sale. In the future, we will use the "Busted RC Prop" Forum on our website (<http://rcpropbusters.com/forum/>) to advertise and sell items of interest to Propbusters. Further details will be provided in the November newsletter.



A number of items (e.g., tools, equipment, and airplane gear) belonging to the estate of our dearly departed friend Fred Meyer are being sold. Contact Tom Vernon for further details.

George Hovey (ctflyboy717@gmail.com) is offering the following charger and airplanes for sale:

CHARGER
TRITON BATTERY CHARGER
ASKING PRICE \$ 75.00
CONTACT : GEORGE
CTFLYBOY717@GMAIL.COM



U- CAN DO
57 " WINGSPAN
PLANE, NEW & NEVER FLOWN
ENGINE O S 91 SURPASS
(HAS 4 TANKS OF FUEL THRU IT)
ALL SERVOS, BATTERY, & RECEIVER INSTALLED
ASKING PRICE \$ 250.00
CONTACT : GEORGE
CTFLYBOY717@GMAIL.COM



WACO YMF.3
PICA kit (NIB)
1/5th scale ws 72 inch
GOLDEN AGE BIPLANE
Asking Price \$350.00
Contact : George
ctflyboy717@gmail.com



Telemaster 40 RTF Futaba 2.4
Wingspan 73"
_length 54"
Power magnum 70 4 cycle
Covering Solartex
complete all servos & receiver
asking price \$ 150.00



MINI TELEMMASTER
Kit (NIB)
asking price \$ 80.00
Contact : George
ctflyboy717@gmail.com



WACO YMF.3
PICA KIT
GOLDEN AGE BIPLANE
1/5th scale, : WINGSPAN 72 INCH,
JUST RECENTLY BUILT NEVER FLOWN
BRAND NEW ZENOAH G-26 (NEVER RUN)
COVERING : SOLARTEX
ALL SERVOS & RECEIVER INSTALLED
FUTABA 2.4 FASST
ASKING PRICE: \$ 675.00 (PLANE & ENGINE)
\$ 450.00 (PLANE ONLY)