

RCCR AIRFLOW  
6315 Mill Pond Rd.  
Byron, NY 14422



**PICNIC**

SUNDAY NOON  
MARCH 18  
KNOLLWOOD LODGE,  
NORTHAMPTON PARK

Outdoor grill will be fired up for  
your main course, which you bring  
in addition to a dish to pass.

ides  
of  
March



March  
1998

## Radio Control Club of Rochester

DEDICATED TO RESPONSIBLE R/C FUN  
SAFETY BY CHOICE NOT BY CHANCE



President TREVOR EWELL 716-225-9530  
Secretary GREG PSZYK 716-659-8374  
Treasurer PETE DURANTE 716-225-7394  
VP Membership PHIL SLATER 716-392-4208  
VP Programs JERRY JOSEPH 716-244-1981  
Editor BOB MCCLURE 716-548-2248



The purpose of the Radio Control Club of Rochester is to aid and encourage the interest of the members in design, construction and safe operation of model aircraft, boats, and cars, -- in particular, radio-controlled models -- so we can all enjoy the pleasures and satisfaction these hobbies bring.

All Visitors are always welcome at the field and at regular meetings  
RCCR meetings are held every second and fourth Wednesday of the month  
at the Salem church, 60 Bittner St., just east of the Inner Loop exit at St. Paul Street.

**MARCH MEETINGS**  
at the Salem Church  
Wednesday, March 11, 7:30 p.m.  
Wednesday, March 25, 7:30 p.m.

**TUESDAY SUNSET**  
Brockport  
Monroe County  
New York  
Longitude W77.9  
Latitude N43.2  
03/03/98 6:03 p.m.  
03/10/98 6:12 p.m.  
03/17/98 6:20 p.m.  
03/24/98 6:29 p.m.  
03/31/98 6:37 p.m.

FOR THE  
LATEST INFO  
CHECK THE  
RCCR  
HOTLINE

**FIX-RCCR**  
**349-7227**



March 28, 29  
Saturday 10am-9:30pm  
Sunday 10am-6pm  
Setup Friday March 27, 9:30pm  
The area is adjacent to the food court  
Bring your show & tell items  
to display to the public

Many other aviation interests will be  
displayed throughout the mall  
This is RCCR's opportunity to promote  
the club and the hobby

**All members are invited to participate**

## CLUB VIDEOS by Jerry Joseph

Here is a list of the videos that are available in the RCCR Library. If you desire to checkout a video, give Jerry a call at 244-1981, and he will make arrangements to get it to you.

Air Show 6/2/90		R/C Video Magazine Volume 6	
Attack Carrier Trilogy	NA 6	RCCR Scale Rally & Fun Fly	1988
Aviation Heritage, Part I	NF 683	S-T-A-R-S Meet 7/11/92	
Aviation Heritage, Part II	NF 696	Shoot to Live Rear Gunner	BA 18
B29, A Plane for a Mission	BA 29	Story of Naval Aviation, Attack Carrier	NA 27
Battle of Britain		Striking Back, Byron Air Show	
Clancy Aviation Speedy Bee - Lazy Bee	new	Tailspin Tommy, "Stunt Pilot"	
Down to the Wire, Wings of Eagles/Gold	NA 34	The Navy Flies On	NA57
Flying the AH-IG Cobra Gunship		Threshold, The Blue Angels	
Fun & Float Fly; RCCR & Glider & Combat	1995	Vintage Wings	
Kamikaze	CB 12	Warbird Checkout Series	RS 7
Mighty Warbirds		Warbird Checkout Series	RS 9
Naval Aviation Action, Part 1&2	BA 62	Warbird Checkout Series	RS 17
Proficient Flying, Volume 1		Warbird Checkout Series B 17	RS 10
Proficient Flying, Volume 2		Warbird Checkout Series T-6/SNJ	RS 14
R/C Video Magazine Volume 3		Warbird Checkout Series T-6/SNJ	RS 15
R/C Video Magazine Volume 4		Wide World of Flying	
R/C Video Magazine Volume 5			

## RCCR ONLINE

Phil Evans  
 Peter Fiorentino  
 Scott Groth  
 George Hartman  
 David Hoffmann  
 Jim Kenney  
 Bob Kesel  
 Greg Kesel  
 Matt Mair  
 Bob McClure  
 Don Ogren  
 Burke Oppenheimer  
 Stephen Pajek  
 Greg Pszyk  
 Todd Sheehan  
 Stan Teachman  
 Paul and Matthew Weigand

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 Scootch@juno.com  
 georgehartman@sprintmail.com  
 hoffmann@netacc.net  
 mooney@frontiernet.net  
 kzl@aol.com  
 rcthumbs@aol.com  
 mmair@dwc.edu  
 airflow@frontiernet.net  
 rlogren@atlantic.net  
 burkeo@frontiernet.net  
 spajek@frontiernet.net  
 gpszyk@aol.com  
 76455.107@compuserve.com  
 models.prints@juno.com  
 weigand@frontiernet.net

### RCCR WEB PAGE

[www.frontiernet.net/~airflow](http://www.frontiernet.net/~airflow)

AMA District II Web Site  
[www.amadistrictii.org](http://www.amadistrictii.org)

WEIGAND HOME PAGE  
[www.frontiernet.net](http://www.frontiernet.net)

### MATT MAIR

<http://www.dwc.edu/users/mmair/index.html>

## 1998 NEW YORK AIR SHOWS

06/05-07 Westhampton, NY Wings Over Long Island  
 06/06-07 Coney Island, NY (Blue Angels)  
 06/20-21 Hamilton, Canada  
 06/27-28 Niagara Falls, NY (Blue Angels)  
 07/11-12 Plattsburg AFB, NY (Thunderbirds)  
 07/25-26 Batavia, NY  
 08/15-16 Big Flats, (Elmira) NY (Thunderbirds)  
 08/22-23 Rochester, NY (USA) Rochester International Airshow  
 09/05-07 Toronto, Canada  
 09/12-13 Syracuse, NY



"Awright, you guys... either use this rack or we'll use THAT one".

## R.C.C.R. Meeting Minutes : 1/28/98 At Salem Church

**Officers Present :** Trevor Ewell, Pete Durante, Phil Slater, and Greg Pszyk

**First Time Visitors :** John Wajowski (?)

**Second Time Visitors :** Joe Summers

**Membership Update :** 45 so far this year

**Treasurer's Report :** read and accepted

**Old Business :** Dean Astles and Norm Neal were made honorary members for 1998. The Mall Show has been scheduled for March 28th and 29th at Greece Ridge Center Mall. The Club is negotiating for 15 to 30 tables for exhibits. The RAMS Club has a swap meet scheduled for February 27th and 28th. A swap meet is also scheduled on February 8th in Lockport. The Contest Calendar is in the works.

**New Business :** Todd Sheehan mentioned that a Pattern Primer will be held on May 30th in Syracuse. The Ides of March Picnic will be held on March 15th in Knollwood lodge in Northampton Park. Trevor spoke to Russ Shalino of the parks department on cutting the brush near the Southwest side of the runway.

**Show & Tell :** John Wajowski brought in his PT40 that he is in the process of building. Todd Sheehan brought in his 23 oz. electric glider that has a scratch built and designed fuselage. Todd also brought in his 43" span Toucan slope soarer resembling a flying wing. A discuss started on how air currents are used in slope soaring and where they flow. Ed Dickinson also mentioned that while flying out west in Texas and other prairie states that Dust Devils caused turbulence near runway approaches. Tom Weller mentioned the Pine Hill Airport in Orleans County has a Historical club that is restoring a PT26 and is looking for interested volunteers for hands on restoration work.

**50/50 raffle :** Tom Weller won the 50/50 raffle and donated the proceeds back to the club.

## R.C.C.R. Meeting Minutes : 2/11/98 At Salem Church

**Officers Present :** Trevor Ewell, Pete Durante, Phil Slater, Jerry Joseph and Greg Pszyk

**First Time Visitors :** None

**Second Time Visitors :** None

**Membership Update :** 58 so far this year

**Treasurer's Report :** read and accepted

**Old Business :** The RCCR Party and Roast at Waver's Party House will be held on 2/21/98 at 6:30 PM. The Mall Show scheduled on 3/28 & 3/29 will have 25 tables for exhibits. The contest Calendar is in the works.

**New Business :** The road into Bolling Field has softened up with the thaws. If you are planning to use the field and the temperature is above freezing, you may need to walk ahead and test for soft spots. The Club voted to train new flyers that have acquired a AMA card and not use the Introductory Pilot Program. We need a CD for the June Fun Fly. The Sanction Application for the pattern meet is the mailing process.

**Show & Tell :** Stan Teachman brought in blueprints drawn by Mr. Hall from the early 1900s. Dave Hoffman brought in a Great Planes airplane balancer. Jerry Joseph brought in a aircraft patterned quilt that his Daughter made for him. Jerry Merz brought in his Douglas Dauntless and a scale black powder cannon.

**50/50 raffle :** Jack Butler

**Program :** Stan Teachman brought in a video on German aircraft construction from the early 1900's.

## Coming Events

**Mar 7** - Here's big news for District II indoor fliers: The Western NY Free Flight Society and the Flying Aces Club are co-sponsoring an indoor contest AMA Category IV at the Ralph C. Wilson, Jr. field house near Orchard, Park, NY, on Saturday, March 7, from 9 a.m. to 5 p.m. Thruway 190 past exit 56 to Southern Expressway, to Big Tree Road RT.20 exit, West to Abbott Road, right to Ralph C. Wilson Fieldhouse. This impressive building is the practice facility of the Buffalo Bills, and has a ceiling height of 128' with a floor area measuring 200' x 400' carpeted with synthetic turf. It is truly a premiere indoor flying site. AMA events will be: Easy B, Mini Stick, Intermediate Stick, Limited Pennyplane, and Bostonian. There will be eight Flying Aces events: FAC Scale, Peanut Scale, No-Cal Scale (5 gram minimum weight), FAC Power Scale, Dime Scale (new '98 rules), Golden Age, and two mass launch events: WW II, and Greve/Thompson reeplanes combined. In addition, there will be a special unlimited electric duration event. Entry fee will be a flat \$20. This will be an AMA sanctioned meet. Bob Clemens RClemens@compuserve.com (716) 392-3346.

**Mar 7** - Syracuse static show

**Mar 15** - Beware! **The IDES OF MARCH Annual Picnic** will be held Sunday, **March 15 about noon** at the Northampton Park Knollwood Lodge. An outdoor grill will be fired up for cooking your main course, which you bring in addition to a dish to pass. The dish-to-pass is always a treat. In the event of cold weather, the lodge is very well heated by a wood burning stove. I understand that The Man of The Year Award, and possibly other awards will be made at this event. Weather permitting, there is usually some flying at the field after the picnic.

**Mar 21** - 10 a.m., Canandaigua Chiefs Annual R/C Auction, Canandaigua Middle School, Granger Street off Main Street, for info call 315/394-0355.

**Mar 22** - 12 noon, Radio Control Aircrafters 33rd Annual Auction, Harvey D. Morin VFW Post 2940 at 965 Center Rd., West Seneca, NY. Ron Ogren 716 662-0161 or Tom Warda 716 824-7544. Thruway 190 to exit 54, 1400 east to Union Rd., south to Center Rd., east 1/2 mile to the VFW on south side of Center Rd.

**Mar 28, 29** - **Mall Show at Greece Ridge Center Mall.** Bring a show & tell. On March 27, Friday evening, after 9 p.m., we need your help in setting up the tables in the assigned area adjacent to the Food Court. Usually a dozen people show up and it takes about an hour. If a hundred RCCR members and friends show up, it should take about five minutes!!! Saturday and Sunday the tables are used to display your planes and things, so bring 'em and show 'em. Come and stay awhile to assist in showing it to all the people in the mall from opening to closing Saturday and Sunday. It's your decision to leave the display items overnight; mall management says it will be a secure area. Many other displays of aviation interests will be throughout the mall for this weekend.

**Apr 26** - STARS Auction

**May 30** - Pattern Primer in Syracuse. Info, call Todd Sheehan 716 223-7523.

**Jun 20, 21** - Father's Day International Pattern Meet.

Todd Sheehan Contest Director.

**Correction to February's Airflow.**  
(Matt Mair doesn't miss much)  
The little candy striped plane  
was not a Cessna.

Should have been:----->



Mooney 201

----->  
This is a  
Cessna  
Crusader

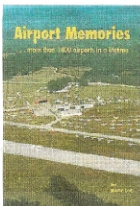
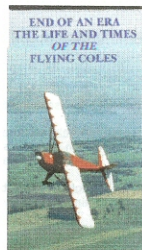




First Flying Lesson, Christmas Day, 1935  
 National Aerobatic Champion, 1962  
 USA World Aerobatic Team, 1962  
 National Aerobatic Champion, 1964  
 State of Illinois Aviation Hall of Fame  
 International Aerobatic Hall of Fame  
 OX5 Pioneers Legion of Merit  
 International Air Show Hall of Fame  
 Aviation Writers Best Non-Fiction Books  
 International Council of Airshows Sword of Excellence

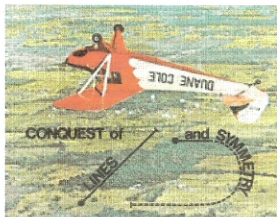
(Editor's note - Navy and Marine Corps Achievement Medal MA1 Duane Cole of NAS 0194 at Naval Air Reserve San Diego, California. - I'm not sure if this medal was awarded the same Duane Cole, but it sure fits the pattern. Maybe Duane will let us know.)

(There are many books by Duane Cole)



Duane Cole, "The Dean of Aerobatic Pilot's", takes you on a memorable journey spanning 60 years and 30,000 hours of flying. "Airport Memories" is a historical account of the author's visitation to more than 1400 airports in states, two territories and eleven countries as well as the reason for being there. In some instances the author was on the airport only to refuel or stay overnight. However, the other airports or the people met there provided some very interesting and romantic stories that are related in the 160 pages interspersed with over 250 pictures in this beautiful hard cover book. Each state represents a chapter. They are listed in alphabetical order with the towns and airports within them listed in the same manner. The same format holds true for the territories and the cities of the foreign countries. Most of the readers have been on some of the airports written about, know some of the people told about, see a friend in the pictures, and many may even find themselves mentioned in the book.

To order your autographed copy of "Airport Memories", or any one of Duane Cole's books, send your check or money order to: Duane Cole 731 NW Tarrant, Ave. Burleson, TX. 76028 817-295-4582 or, use your VISA or Master Card with our handy Secure Transaction Online Ordering Form. <http://www.flash.net/~dcole1/index.htm>



Stefan Vandevelde, a commercial aviator, product-imaginer, Web-creator and Art-Promotor, Epacta Ltd. writes in his web page: <http://uc2.unicall.be/epacta/heli.htm> I contacted the ace of all aerobatic-aces, Duane Cole. He was over seventy years old at that time. After checking me out in his Decathlon, he decided I could become a student in his aerobatic school at Luck Field, Texas. It was the thrill of my life. After hundreds of loops, spins, knife edges, snap rolls, barrel rolls, cuban eights, hammerheads, inverse cuban eights, and many more exciting manoeuvres, I received my graduation certificate.

**The Annual Winter Party and Roast** was held on Saturday February 21, at Waver's Party House. It was successful in bringing smiles to the faces of all who attended. All present were recipients of awards from the Roast Committee, including an **IOU** award. It was Jim Kenney's birthday; he received a candle-lit birthday cake. Jim Warner was the first recipient of a newly established annual award, the **Trainer Cord** award. It was crafted by Paul Ludington and presented to Jim by Paul and his son Daniel and Larry (Arlo) Neu. Paul Ludington and Jim Warner received much applause for the great jobs they did to earn the awards; the presentation was a high spot of the evening. Jerry Joseph received the **Flapping Wing** award for his B10 Bronco with the loose wing bolt. George Hartman captured the **Limp Stick** award. Bob McClure received a very nice plaque and the **Sneaky Camera** award for the excellent job he is doing with the newsletter. The annual awarding of the **Golden Screw** Award was presented by last year's winner Greg Kesel, to Don Steeb, who presented a **Most Crashes** award to Greg Kesel. In appreciation of the work done throughout 1997, and for organizing this annual event, Paul Weigand was roasted and toasted by Bob McClure, who presented the **Model Wife of the Year** award to Christine Weigand. Paul Weigand requested that we keep a lookout during this year for items for next year's roast, and pass those items to the roast committee members. The **Man of The Year** award will be presented at the Ides of March Picnic, which begins approximately at noon, Sunday, March 15, at Knollwood Lodge in Northampton Park. See you there!

**Cap** is a contraction of the original name of the manufacturer:  
Cooperative des Ateliers Aeronautiques de la Region Parisienne

It was a repair shop company owned by Mr. Mudry himself and that is where it all started. He eventually merged with Avions Mudry et Cie of which assets have been recently bought by Akrotech Europe a subsidiary of Aeronautique Services (owner of Avions Robin - France)

From: (Montaine) FCMDMH@aol.com



The Cap 10 was the first model built by Auguste Mudry in Normandy, France. The production version Cap 10B has been retired from active service from Armée de l'Air in May 1995. 56 Cap 10 have been used by Armée de l'Air with various units (EPVA, EFIPN 307 and then 02-313 and GE 315).



Cockpit of Mudry Cap 21 F-GDTM  
The Cap 10B was followed by Cap 20 in Mudry workshops and then by Cap 21. This example was seen during the 1987 French Aerobatic Championships in Epernay, France



Mudry Cap 230 "CC"  
The Cap 230 is the successor of the Cap 21. This example is used by EVAA (Equipe de Voltige de l'Armée de l'Air, the French Air Force Aerobatic Team born in 1968) and is based at Salon-de-Provence in Southern France alongside Patrouille de France. In 1996, the team was made up of capitaine Jérôme Bolin (former Jaguar pilot with 3000 hours), capitaine Fabrice Palha and adjudant Sylvie Breton.



Mudry Cap 232 F-GODR c/n 03  
The Mudry Cap 232 is the latest airplane developed in Mudry's workshops at Bernay in France. A new wing was fitted, allowing the airplane to operate at +10g and the new airplane was first flown on July 7, 1994 with Dominique Roland at the controls. In 1995, Dominique Roland won the Breitling World Cup of Aerobatics with the new airplane!

**KYOSHO**  
THE FIRST STEP INTO THE WORLD OF RC

Incredible quality in a .40-sized ARF that's based on the popular **Cap 232**. All-balsa construction makes it lightweight and extremely durable. Because it's an ARF model, it can be flight-ready in just a few hours.

#### SPECIFICATIONS

Stock Number: KYOA1040  
Wingspan: 55 in (1400 mm)  
Wing Area: 558 sq in (36 sq dm)  
Weight: 5.3 lb (2400 g)  
Fuselage Length: 49 in (1250 mm)  
Requires: 4-channel radio w/4 servos, prop, spinner, fuel tank, tires



**QUADROTECH** Leading and trailing edges mate with molded-in fuselage fairings to ensure smooth, streamlined looks-a fiberglass cowl and wheelpant enhance looks with minimum work.

A symmetrical airfoil keeps the aerobatic envelope wide open, while a 71.5" span wing makes it easy to track the **Cap 231** in the sky. Uses Honeycore reinforced fiberglass fuse and special reinforcing filaments in the balsa-sheeted, foam-core wings instead of formers, bulkheads and wing spars. Generous hardware includes a clear canopy, aluminum landing gear and much more. Innovative Quadrotech engineering reduces weight and assembly time.



#### SPECIFICATIONS

Stock Number: QDTA1000  
Wingspan: 71.5 in (1815mm)  
Wing Area: 732 sq in (47.2 sq dm)  
Weight: 8.5-9.5 lb (3860-4310 g)  
Requires: 2-stroke .90-1.08 cu in (15-17.5cc) or 4-stroke 1.20 cu in (19.5cc) engine; 4-channel radio  
A fully symmetrical airfoil delivers tremendous aerobatic potential for sport pilots. The wheel pants and one-piece ABS cowl have been hand-painted to match the trim scheme. Comes precovered with a high-quality heat-shrinkable film



The Roast goes way back. I have Trophies good and bad, which I received, hanging in my garage. The Man of the Year trophy originated when I was left the model stuff of a Fellow who I helped learn to fly. When he passed away, his wife called me and said he wanted me to have all his stuff. I held a sale at the club meeting and with the proceeds I bought the Silver Plate Trophy and started a bank account to continue the Man of the Year Award. I don't know if it continues still or you may have another method. I have a Stop Watch which I was awarded in 1977 as Man of the Year. That was the first one. The next year I started the award described above. One year I won the Spencer Tracy crash award, which was a chewed piece of gum stuck on a plaque. Next to the gum were the letters ABC. When I asked the guy who made it he said that meant Already Been Chewed. I still have that and many others.



I remember this day in my FW.  
Some Russian dog had shot me down.  
I had to do a wheels up landing in the tundra.  
I didn't see the spy that took this photo.  
He must have been hidden very well.

Herr D.W.Hoffman

*debriefing by rccr airflow forces  
somewhere in the northbackwoods front*

## From the Academy

### The Art of Thermal Flying by Mike Heer

Thermal flying is truly an art and there is a good amount of luck in any given competition, but there are ways to hone your skills so that you can become an artist in flying rather than remaining a hopeful novice who blunders into lift. There are some keys to start this process that should aid your successful transition from novice to artist.

The first key is to fly a light polyhedral plane properly balanced with which you are familiar. You need to be familiar with the plane so that you recognize when it is flying normally and when it is responding to up or down air. A new plane is very hard for the novice to tell what is happening in regards to the air. He or she is uncertain if the movement is due to something the pilot did or due to air movement. You want the plane to be properly trimmed out so that it flies stable and smooth on a toss forward and to know how it responds when you dial in turn. Polyhedral designs try to remain stable and are easier for the novice to sort out than straight wing planes and more importantly, responsive to hitting the side of a thermal more dramatically than do straight wing planes.

You will seldom hit your thermal straight on in flight. More often you will hit the side of the thermal and it will lift one wing more and literally throw your plane away from the lift. This is the easiest to see with the polyhedral plane and the less weight, the more movement. A Gentle Lady is a better trainer than a heavier 100-inch wing plane as it will react more and you can see that with your eyes and learn. When your plane should otherwise be flying level, watch for a sudden lift of a wing side and turn the plane into that area. There is a good chance that you hit the side of a thermal and it pushed you away—into the sink next to the thermal. Having located a thermal, turn into it and start circling to locate the area of strongest lift. Tighten up the circle to get the maximum rate of climb. Continue to re-center as you go up to stay in lift.

Think of the air as water! No wind is a calm lake, a breeze is a slow-moving stream and a heavy wind is a raging river. Often a pilot hits some lift and starts circling and goes up and up and stays right in the same spot circling. Then he starts coming down and doesn't understand why the elevator changed direction. On a calm day, once you hit lift you can circle right there as it isn't going anywhere but up. It may die after a bit but that happens, it didn't go anywhere. With wind, picture your lift as an escalator going downwind at the same rate as the wind is blowing. You hit it and start to circle and you go up but you have to have your circling go downwind at the same speed as the wind to stay on the escalator. The lift is moving and if you don't go with the flow you lose the ride. Watch your tail bounce up or down to see if you are hitting lift or sink! When you fly into a thermal it kicks your tail up and thus points your nose down. Despite this "dive" position your plane may actually be going up in the lift. It depends on the strength of the thermal. That "up tail" is a sign to watch for in thermal spotting. Similarly, if the tail goes down you are in sink and need to get out of there ASAP. These tail signs are most easily seen with a lightweight, slow-moving plane. Once you learn to spot thermals, you can transition to the faster planes and the more subtle reactions they display. In very light lift the polyhedral designs often do better in contests because the skilled pilot can pick up on the reaction of the plane to the light air movement and the straight wing might fly straight through without noticeable movement. This is true even of light HLGs.

Use your visual keys and work on your skills so you can become an artist. If you lay off for a while and don't fly, remember what you worked on to get the skills and start from the beginning. It will come back to you with practice. Your eyes are the only method to tell you what is happening. from Thermal Topics, Dave Darling, Editor, 2705 Harvest Road, Modesto, CA 95355-3430

*The trouble with doing something right the first time is that nobody appreciates how difficult it was.*

## For Sale RC Airplanes by Dave Johnson 716 581-0408 after 5pm weekdays or anytime on Weekend

SIG 4 STAR 120 12 lbs 1205 sq in wing area 81 in wing span Cub yellow ultracote with black trim.

Excellent flyer, very aerobatic and extremely easy to fly.

Saito 120 Engine has about 10 hrs on it 2hp 16 oz tank

6 JR servos 2 elevator 1 rudder 2 aileron 1 throttle . 1400 Mah JR Extra battery, new 8/97

\$500 Plane and engine

\$350 Radio JR8103 (\$470 cost new 7/97 channel 47 FM)

\$800 for complete plane, engine, and radio.

TOPFLITE ELDER BIPE Built by Bob James Custom landing gear by Bob Shattlerow

JR Max 6 FM Radio with servos OS 91 Surpass Vintage wheels

\$500 Plane, engine, and radio

SIG CAVALIER

\$250 with new OS MAX 40 (9/97) engine, and KYOSHO PCM radio

SIG ASTRO HOG dark blue and Cub yellow Ultracote. Great flyer.

\$200 with OS 70 Surpass no radio

SAITO 45 4-STROKE runs great \$100

OS 40 with broken muffler \$10