



Wing Tips



SEPTEMBER 2023

The Newsletter of the Mid-Hudson Modelmasters

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2023 Club Officers

President: Paul Ollivett

Secretary: Larry Kunz

Sgt. at Arms: Flavio Ambrosini

Vice President: Scott Fellin

Treasurer: Tom Eng

Club Calendar

Coming Up:

- **56th annual Mid Hudson RC Society Jamboree:** Rhinebeck Aerodrome, Saturday Sept. 9 and Sunday Sept. 10. Volunteers are needed, contact Flavio (phone number above)
- **CLUB MEETING:** Saturday, Sept. 16, at the flying field. Watch your email sent via Google Groups for any updates. Possible the date may change to coincide with the picnic and fun fly. Topics include: Update on the upcoming remote ID regulations, our application for a FRIA has been filed, and we are now waiting for them to contact me for a detailed description of where and what we actually fly over.

For more information on Remote ID see AMA article here - <https://amablog.modelaircraft.org/blog/remote-id-explained/>

- **Fall Picnic & Fun Fly:** Saturday, Sept. 23, at the flying field. More information in this newsletter. Watch your email sent via Google Groups for any updates.
- **October 2023 Wing Tips articles & photo submis-**

sions due, Thurs., Oct. 5. Earn Modelmaster dollars for club related items submitted. Send your submissions to hvmodelmasters@gmail.com Due date is first Thursday of each month.

Other Events:

- **MONTHLY MEETINGS:** Watch your email for meeting announcements..
- **OUTDOOR FLYING SESSIONS AT REDL PARK (aka West Road Field)** – Every Saturday Morning, weather permitting. Generally there is someone there every Saturday. Most members are flying between 9am and 12pm. Exceptions are weather related (rain, snow, excessive wind). If driveway to field is covered in snow, meet behind West Road School. If temperatures are extremely cold (roughly below 20 degrees) people tend to leave earlier than 12pm

Model Masters Meeting Minutes August 12, 2023

+ **Field meeting** Called by President Paul Olivett @ 10:13 AM

> Next meeting is Saturday Sept 9, at the field.

+ **Treasurer's report:** by Tom Eng

> \$1829.34 is the current treasury balance.

> 2023 **Membership** now at 40 including 2 lifetime members

- Welcome to Steve Berak who recently joined.

+ **Old Business :**

> Brad mowed last Wednesday.

- We will now pay Brad \$30 / mowing to help with gas and mower maintenance.

> Town of Pleasant Valley has accepted our memorandum of use for the field.

- We need to inform ToPV that MM club members conform to some standards, flying safety rules, and AMA insurance, and that non-MM people using the field do not.

> Safety rule summary:

- Fly from the near side of runway using one of the flying stations

- Stand at the back of station while flying.

- Take note of planes in the air to observe if it is safe to proceed before announcing.

- Announce clearly when taking off, landing, T&G etc.

- Announce clearly when crossing runway and when all clear.

+ **New business :**

> **Fall Picnic:** Sept 23. (rain date Sunday 9/24)

- Camaraderie, flying contests, free flight, and Chicken dinner !
(chicken dinner if you wish - about \$12 each)

- Bob Santoro has agreed to coordinate once more !

- Brad and Scott will run flying events.

> Our **expenses** now exceed our income so we agreed to :

- Raise dues to \$40 / year (\$50 after Jan 31) (\$50 family)

- Cancel club mail box and use Presidents address instead

> FRIA (FAA approved flying area)

- Paul has been researching requirements.

- It looks as though we are clear of any controlled flying space.

+ **Show & Tell :**

> none this week.

2nd Chicken Saturday/Fun-Fly, Sept. 23 by Bob Santoro



Our 2nd Fun-Fly of the season will be held on September 23rd. As always, there will be challenges at all levels to test the skills of our members. And there may be new and creative challenges not previously seen.

Chicken dinners from El Gallito will be available at the cost of \$11.00. It consists of half a chicken with sides of beans and rice. Please let me know by Friday the 15th if you wish to purchase a dinner

using Google Groups or my personal email address (bdsantoro@hotmail.com) In addition to the main meal, contributions of appetizers and desserts are always welcomed.

Our Fun-Fly events have always provided a day of friendly, exciting competition and good eating. I'm sure this year's event will be no exception.

Nine Foot Coroplast Cub Build Instructions Chapters 0 by Brad Quick

CHAPTER Zero: Tips and Tricks

Before you begin assembling your coro-cub, let me tell you some of my tips.

- Use sharp knife blades. The plastic will dull the blades fairly quickly, so switch blades frequently. I probably used eight or ten blades when assembling mine.
- Gorilla glue cures from moisture in the air. We need a large bottle of glue for this project. Every time you open the bottle, moisture enters the bottle and interacts with the glue. Over time, the large bottles of glue will start to harden up before you are able to use all of the glue. The large bottles are also more difficult to fit into tight places. For this reason, I have begun buying a big bottle and a small bottle. I use the small bottle and when it gets low, I refill it from the big bottle. This means that I only need to open the big bottle occasionally and I can seal it well when not in use.
- You WILL drip gorilla glue onto your plane. Wipe it up with a dry paper towel as quickly as possible. Press hard and rub it all off. For spots that harden, scrape them with your hobby knife sideways to get as much off as possible. Use masking tape to clamp glued parts together and cover any edge that you don't want the glue to foam out of completely with masking tape. After a half hour or so, remove the tape and scrape the excess glue off with your knife as described above. If you wait longer, the glue will get harder and more difficult to remove.
- Coroplast is made from polypropylene, which is recyclable. Keep a small garbage bag available and as you cut out parts, cut all of the long narrow scraps into pieces about four inches long and throw them into the bag. The short pieces are much more manageable than long pieces. Keep the larger pieces aside for spare parts. Cut some squeegees from scraps. Cut them in the direction so that the grain is parallel to the surface being squeegee'd. The squeegees won't be as strong this way, but the part contrating the workpiece will be softer and easier to control.
- The plane files fine on a 5000mah six cell lipo, but it's a different beast on eight cells. Some of us have been making our own packs using Sony VTC5A cells. These are hard 18650 cells that last for years without losing power. I charge mine on standard lipo settings. Most ESC's only go up to six cells, so if you want to go with eight there are fewer models to choose from.

Nine Foot Coroplast Cub Build Instructions Chapters 4 by Brad Quick

CHAPTER Four: Wings

Next we will build the wings. The body of the wing is made from one big sheet. The top of the wing will fold over the bottom, creating a nicely rounded leading edge. Unfortunately, coroplast won't bend this tightly without buckling, so we need to give it some help.

Start by cutting out the wing surface in one big sheet. Cut out the servo hole, the wing dowel holes and the slot for the wing strut anchor. You will notice in the photo below that I also cut out some rectangular portions of the strip separating the wing and the aileron so that I could easily find this after the wing is all glued up. We will eventually cut out this entire strip, but for now, we want most of it in place to hold everything in position. On the second wing that I did, I only cut out one of these rectangles (the one at the end of the aileron that's closest to us in the photo).



Using the seam ripper, slit the top surface of each cell of the coroplast from one end of the wing to the other. Notice the two short slots machined into the coroplast in the photo below. One is near my finger in the photo and the other is approximately 3-1/2" below it. Slit every cell between these two indicators from one end of the wing to the other. We don't want to remove the entire top of the cell, we just want to slit it. When we form the wing, the flaps of each slit will slide over each other and we will glue them together to firm the leading edge back up again. Once all of the cells are slitted, fold the top of the wing over the bottom and notice how freely it bends. Roll the slitted area back and forth by sliding the top surface forward and

backward relative to the lower surface. At first, you will feel resistance and hear cracking noises as the flaps of the slits jam into each other. Keep rolling it back and forth until it rolls smoothly and quietly. At this point, the flaps will be sliding over each other rather than jamming into each other. This is important to get nice rounded shape when we close the wing up.

Loosely assemble the ribs and the three spars on top of the bottom portion of the wing. Notice that two of the ribs for each wing half are missing some of the cutout areas. These go to the end closest to the fuselage where they WON'T be part of an aileron. Make sure all of the tabs on the bottoms of the ribs fit into the slots in the wing and make sure the spars don't stick up above the ribs.



Use some weight to hold the structure onto the wing bottom. I used two 2 x 4's. The tape is keeping the 2 x 4's where I need the weight, otherwise they slide off of the assembly.

When I built my first wing half, I started by gluing down all of the ribs first, then gluing in the spars, but this new method is quicker and cleaner (less glue). It will require a different gluing technique. It helps if you modify your glue bottle by adding a long narrow spout. I used a piece of aluminum tubing

with approximately a 1/16" diameter bore. I wrapped a turn or two of electrical tape around one end to make it thick enough to seal in the hole that's in the bottle and inserted it into the existing nozzle from the inside (after removing the nozzle from the bottle). I pulled it through with a pair of pliers until some of the electrical tape came through the hole and sealed the joint. In the photo below, the end of the nozzle is plugged with a bamboo skewer. This helps, but moisture still gets into the tube and the next time you go to use it, the tube will likely have some dried glue plugging it up. Remove the cap and push the hardened glue out with a piece of piano wire. Don't push the chunks into the bottle or they will keep clogging the hole.





Using this nozzle, you should be able to squeeze out a nice small bead of un-mixed glue along bottoms of the ribs and spars and in the joints between the ribs and spars. You won't be able to reach the areas covered by the weights (2 x 4's), but these areas can be glued later. DON'T glue under the very front of the ribs where they don't contact the wing bottom. We will glue this area when we close the wing. It is sufficient to glue only one side of each joint.

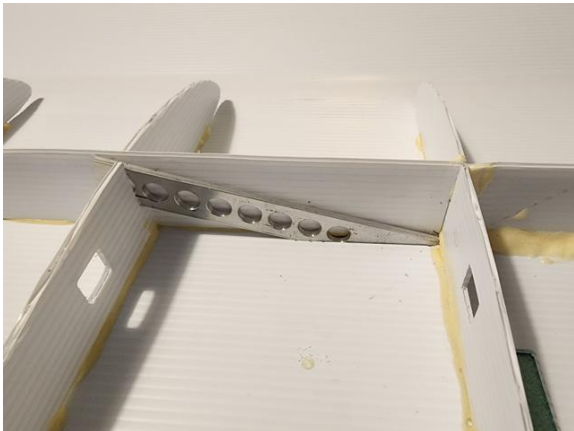
After applying the glue, use an atomizer bottle or spritzer to spray a mist of water over the glue. This speeds up the curing since we didn't mix water in with the glue before we applied it. It won't cure quite as fast this way, but it will be much faster than if we wait for it to get moisture out of the air.

Once cured, remove the weights and glue the areas that were covered by the weights.

Before we close the wing, we need to glue in two more things.

Glue the carbon fiber tube into the slots in the tops of the ribs. The tube isn't long enough to cover the entire aileron, so position it to the outer end of the wing. The two ribs closest to the fuselage will remain empty. See the photo further down in these instructions.

Position the wing strut anchor as shown in the photo below. The small hole in the anchor is below the bottom of the wing. The slot in the top of the rib will need to be cut by hand. The slot in the bottom sheet should already be cut, but may need trimming. The aluminum anchor should be positioned so that one corner butts against one rib while that same corner sits approximately 1/16" above the bottom sheet. The other corner should be just below the top of the spar. If you keep the slots narrow, they will clamp the aluminum against the spar. If you make them too wide, you can use the points bamboo skewers to wedge them into place against the spar.



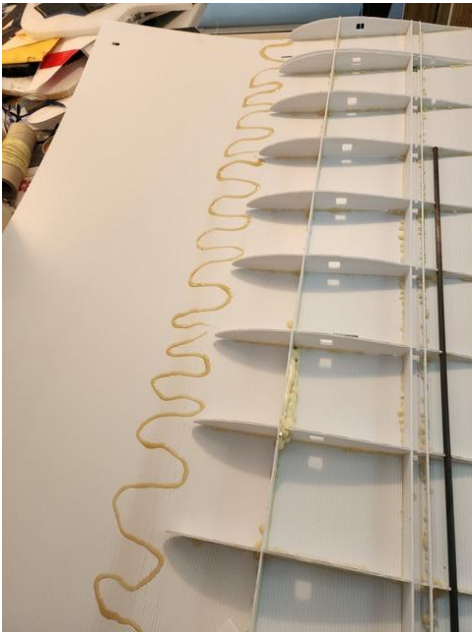
Mix and apply a generous amount of glue to the back of the aluminum and clamp it in place. Make sure all of the large holes in the aluminum are filled back to the plastic spar so that it foams out and helps secure the anchor. Bad things happen when this anchor pulls out during flight (ask me how I know). This is an improved design that should be nearly impossible to pull out.

Disregard the messy gluing job on the ribs and spars in these photos. They were done before I figured out the narrow glue nozzle method.

The corner of the anchor with the small hole in it extends below the bottom of the wing which means that once the anchor is in place, the wing won't sit flat on a table. We will need the wing to sit on a flat surface when we close the wing so we will need something to support the wing above the table. I used a sheet of 3/4" insulation foam that I had lying around. Tom Eng suggested using a drop ceiling tile. Cut a slot in this spacer to accommodate the wing anchor. Make sure the rear edge of the wing is aligned with the rear edge of the spacer sheet when the anchor is in the slot. This will be important when we close the wing. It is easier to glue the anchor in place while the wing is on this spacer sheet.

The next step is the most critical step in the assembly of the cub; closing the wing. Make sure you have everything prepared before you start gluing:

- The wing strut anchor and aileron carbon fiber tube are glued in place.
- The glue bottle is full and the narrow nozzle is working.
- The water spritzer bottle is full.
- Masking tape is at hand.
- Weights are available for holding down the top of the wing.
- You have a pair of pliers at hand for tightening the top skin.
- You have a scrap of coroplast to use as a squeegee.



I have found that the best weights are pressure treated 4 x 4's. I have a set that we can pass around. The weights need to be heavy enough such that when you pull the top skin tight (with pliers) it won't slide back.

Since we have a lot of glue to apply, we won't pre-mix it with water because we don't want it to foam up and harden before we are done applying it.

Don't glue anything beyond the last rib. We will glue the wing tip in a separate operation.

Start by laying down a bunch of glue over the slitted portion of the wing. Don't go beyond the last rib! Use the regular glue bottle nozzle for this.

Use the squeegee to spread the glue over the slitted area and under the front ends of the ribs. We want a decent film of glue that will foam up and stiffen our leading edge after we've closed the wing.

Use the narrow nozzle to apply a narrow bead of glue to the top edges of each rib and all of the spars. Also put a bead of glue on the top side of the carbon fiber tube. Finally, put a bead of glue along the rear edge of the bottom sheet.

Before closing, spritz all of the glue with water!

Now roll the top sheet over the assembly and pull it tight. If the 4 x 4's are numbers from 1 to 4 from front to back, place boards number two and three on the wing first.

Grab the end of the upper sheet that overhangs the rear with the pliers and pull as hard as you can while using the fingers of your other hand to hold the rear edge of the bottom sheet from sliding toward you. Do this every six inches or so down the length of the sheet. With this amount of weight, you may find that it loosens up when you stop pulling. Don't worry about marking up the overhanging coroplast. This will be cut off later.



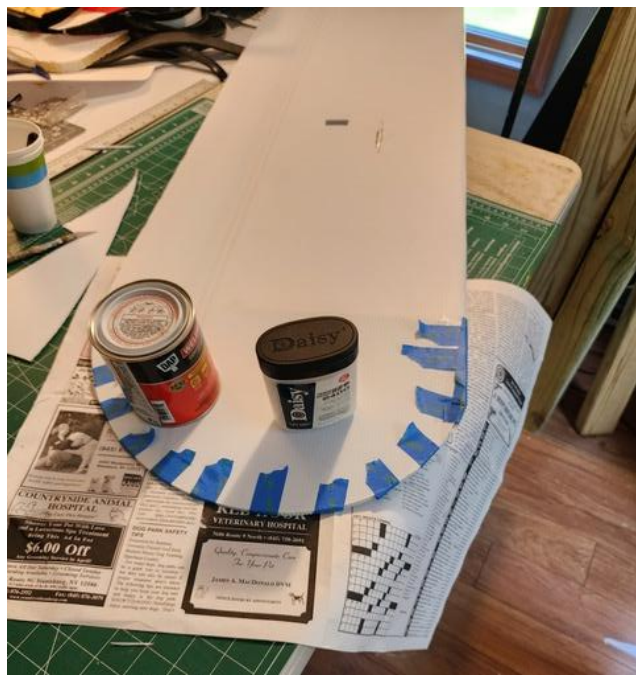
Next add 4 x 4 number 1. Roll this 4 x 4 such that it contacts the wing exactly where the transition is between the slitted material and non-slitted material. The wing will naturally want to create a bump in this location. Use some masking tape (not shown below) between board number 1 and board number 3 to hold it in this location.

Pull again with the pliers. Look at the end to see how well the sheet is conforming to the ribs.

Look at the leading edge. It should be nice and rounded. If you see any squarish looking areas then the slit flaps aren't overlapping properly. Grab these areas and roll them between your fingertips to work out the kinks.

Add board number 4 and pull again with pliers.

Add board number 5 to keep the rear edge down. If you look underneath, you will probably find that the rear edge isn't completely closed. Add strips of masking tape from the top sheet to the bottom of the table to pull it closed where necessary.



Wait a good long time for the glue to cure.

Once the glue has cured, fold the bottom of the wing tip until it contacts the top of the wing. Trace the outline of the wing bottom onto the upper wing skin with a pencil. Cut off the excess coroplast from the top layer of the wing tip and cut off the over-hanging trailing edge so that it matches the bottom wing skin.

Mix up a healthy puddle of glue and spread it along the slitted portion of the wing tip using a long bamboo skewer. Also put glue on both the tops and bottoms of the spars that are in the wing tip as well as around the outer edge. The two smaller spars should end up on opposite sides of the 1/2" wide aileron slot that hasn't been completely cut out yet. Use Masking tape to hold the tip together then lay the wing up-side-down on the table with some weight on top to hold the skins against the spars then let the glue cure.

Once the wing tip has cured, cut out the 1/2" wide strip from the bottom of the wing that separates the aileron from the wing. Cut the **BOTTOM ONLY SKIN ONLY**. Remove this strip, all the way

to the wing tip.

Also cut the gap between the end of the aileron closest to the fuselage and the wing, this time cutting through both the top and bottom surfaces.

Cut the wing ribs between the aileron and the wing. You will notice that the top and bottom of the ribs are already cut out. Follow the angle of these cuts and remove the small part in the middle. Don't bend the aileron yet!



Finally, use the seam ripper to remove the skin of one cell on the **TOP** of the wing, directly above the slot that we just cleared out in the bottom of the wing, starting from the end near the fuselage. To figure out which cell to cut, poke a pin into the center of the slot on the bottom of the wing so that it sticks out through the top. Use the end sticking out of the top as your indicator for which cell to cut. Make two cuts with the seam ripper like we did on the tail hinges, one with the seam ripper laid over to the left and another with the seam ripper laid over to the right, to remove the entire top of the cell.

The aileron should now hinge freely.

Finally, glue the 3/8" dowel into the wing. You will first need to cut the slot longer at the rear of the wing and shape it to fit the dowel. The dowel should be able to lay flush on the bottom skin of the wing without deforming the top of the wing.



Push the dowel all the way through the wing so that it sticks out each end by about 3/4". Mix up some glue, then slide the dowel forward, apply glue to the part of the dowel that goes into the front of the wing, then slide the dowel back into place. Apply some glue to the rear of the dowel and rotate the dowel to get some of the glue into the wing. Cover glue with masking tape so that it doesn't foam up into a big blob that you have to cut off later. It is sufficient to glue just the front and back ends of the dowel. This will make it easier to replace the dowel if it ever gets broken in a crash.

Club Happenings from Over 40 Years Ago

I came across this photo among items provided by the prior Wing Tips Editor. The items given to me have been passed down from editor to editor over the years. With the help of Bill Bolitho, Chris Curran and Steve Curran, we now know more about this photo.



- | | | |
|-------------------------------------|--------------------------------|--|
| ① David Aronstein
- Age about 15 | ⑪ Betty Baker | ⑳ Bob Aronstein |
| ② Steve Curran | ⑫ Frank Hilenbrandt | ㉑ Unknown |
| ③ Bob? Farwel | ⑬ Frank Hilenbrandt's Son? | ㉒ Unknown |
| ④ Bob DiGiacomo's Son ? | ⑭ Unknown | ㉓ Unknown |
| ⑤ Bob DiGiacomo | ⑮ Unknown | ㉔ Unknown |
| ⑥ Tom DeGroot | ⑯ Unknown | ㉕ John Quimby |
| ⑦ Bob Beers | ⑰ Will Auen | ㉖ Unknown |
| ⑧ Bob Beers' Son | ⑱ Unknown | ㉗ Jack Arnouts Took
this Photograph |
| ⑨ Debbie Arnouts #28's wife | ㉙ Bill Bolitho | |
| ⑩ Jim "Crash" Baker | ㉚ Earl Van Gorder died in 1998 | |

Bill Bolitho provided these insights – The photo is from over 40 years ago. The background reveals it was taken on the 3rd floor of the O.H. Booth Firehouse. The club left the firehouse in 1985 after being there since 1974.

Steve & Chris Curran provided these insights – The photo was taken at the O.H. Booth Firehouse as Bill also stated. It was taken after the activities spurred on by the E-UGLY story. More about E-UGLY story can be found in the following image taken from past Wing Tips articles.

MY SECOND R/G MODEL

BY Jim "Crash" Baker

Well, it's been months since I've been in mourning for my ill-fated Falcon. Then Steve Buso says, "Hey, Crash, I talked my Dad out of a model for you to build for us." I like the way he says "US" - I know I'm in for a few sleepless nights, but I get the hint that the Kingston Club's Fun Fly is coming up - so I psyche myself to build a Top Flite Contender. WOW! FUN! Some mess of balsa - as I open the box and throw away the instructions..... this thing is almost too easy! Glue... glue... hack... hack... saw... saw.. bend, cut, crack, line up..... Of WOW, take a day off work to put more of it together - need a gas tank... off to Custom Hobbies..... Bad news... Bob talks me into being a stockboy and I help him unload some fresh stock for the store. Hell, doesn't he know how sick I am? After all, I had to take the day off from work! Okay, get my parts and back to the job.

Get some shuteye and up at 6 AM - this plane is in my blood. Hey, Betty honey, call the boss and tell him I'm still sick. Another day off work with the not-so-pretty Contender, but it's starting to take shape and look like an aircraft. HOLY Balsa BATMAN..... WOW..... Now I'm really psyched up and start putting in servos and all the other trash and stuff that I'll make fit - but which doesn't really want to!!!

(Third Day) Honey, call the boss again..... now I can even picture this thing flying..... but all good things must come to an end..... got to pay bills, so back to the old grind. At least, I got a three day head-start on pl---, airc---, mod---, - - - whatever!!!!

Well, next thing, I bring the unfinished pieces to the club meeting and to everyone's surprise - I win Unfinished Model of the Month - plus some insults from John Allen. So what - I won - and that's the last laugh!

Well, a few days go by, and it's now time to get to work again on the Contender which has now been christened "El Ugly" Would have asked Buso for help but he had a date with a better lookin model - so - we invite Dr. Death (Steve Curran) over for dinner. We start covering with all kinds of left over Solar Film, Monocote, Flite Cote, Quickcote, paint and what have you??? Finally we install a pilot(?) and put it on the coffee table..... then we go into hysterics! Good heavens, Crash! What have you done? My God, it's ugly!@!

Life must go on, however and test day arrives and it's pouring rain. Forget it? K--- no, Buso says no matter what the weather - the Kingston Fun Fly is getting too close. In his casual way, he says it will probably stop by the time we get to the field. We call Jack, the Looper, Arnouts to come along and witness this mayhem and pretty soon we're at the giant mud pie for the test. Of course we're insane - but it's only a model - Right? Wrong - the thing is hot off the deck....straight up and snap rolls at a lightning pace. Loops tight, spins, and hands off flying is fabulous. It flies beautifully - but it's still UGLY!!!

Of course, there's a moral to this story and I've found that it's really true. When a modeler needs help.... building..... flying..... or whatever..... there's always support and help..... and a helping hand just a phone call away. Perhaps we are an insane breed, but we have a lot of fun and I want to thank all the people who got involved with me in this project.... and a special thanks to George Buso who introduced me to "El Ugly" in the first place.

It was October 1978. What was not mentioned is that the Flying Freak Brothers transported EL Ugly in Buso's Fairlane convertible, and the weather was not the greatest. However, our costumes helped keep the chill out.

FLASH - INSANE FREAK BROTHERS CRASH KINGSTON CONTEST

BY Steve Curran



Once a year, in late October, the Kingston Aeromodelers put forth an invitation for other clubs in the area to participate in their annual "pumpkin Fun Fly"..... a cleverly disguised challenge to try to out fly them for possession of their highly prized Great Pumpkin Trophy.

Not wishing to rub salt in an open wound, but some of you may remember how dismally this challenge was met by certain members of the Modelmaster last year. So overwhelming was the flying of the Kingston group that the Modelmasters chose not to enter this year..... besides that, the Kingston group must have forgotten because the Modelmasters weren't invited!

Now for some reason, a group known as "The Freak Brothers" ("Trashcan", "Dirt Bomb", "Looper", and "Busto") self-proclaimed champions of the underdog and rejects of the modeling world, decided to take matters into their own hands. The story goes that they obtained a plane, a Toplite Contender through Midnight Hobby Supplies at a considerable discount.

"Trashcan", considered the best builder and scrounger of the family, swept his Lincoln Logs from his workbench, and with his usual fiendish

delicacy, proceeded to hammer at the wood in the box.... and as pieces flew in the air, he blasted them with Devcon at 250 lbs. pressure! Somehow it worked and the structure was then finished with 80 grit sandpaper.

Now, "Dirt Bomb", talented finger painter, artist, and environmentalist of the family, was assigned the task of covering and decoration.

Brother "Busto" possessed a real freak talent.... the ability to fly and, at the same time, intimidate judges into seeing things his way. A born contest flyer, he is, however, prone to occasional twitches at inopportune moments.

And then there's "Looper".... a graduate of the matchbook school of electronic technology. Whenever he can spare a moment away from submarine sandwiches, pizzas, and pomegranites, he fills in as Flight Engineer.

Upon arrival at the Kingston Aeromodelers site a great flurry of activity was noted around one of the pits - Oh no! - it's the Freak Brothers. It's incredible that some modelers can spend years creating a great model... but, in an instant, they can create something incredibly awful, and since they're as obnoxious as their creation... they're bound to get attention. And that's what was happening at the flying site... the Freak Brothers had stolen the show! Cameras were clicking and expressions of awed disbelief came from everywhere.

The competition began and soon the Freak Brothers were in first place! But it soon became apparent that one of the Kingston group known as "Frankie T." had a real chance of winning. The Freak Brothers went to work with weird mumblings and voodoo chants but none of this worked and soon more drastic measures were adopted..... balsa chips flew in their pit and morbid laughter was heard. When Frankie T. went to his plane, he discovered a miniature effigy on his wing as the Freak Brothers danced and chanted around him. They were desperate as only Frankie T. could beat them. But their magic wasn't strong enough and soon they built a cross of broken propellers and burned it in front of another competitor's plane. They continued their antics of verbal harassment, phoney counting of spins and complaints of disgust.

It was obvious that Frankie T. was getting unnerved and decided that enough is enough, and as Busto was attempting a spot landing, Frankie T. placed himself as a human barricade and forced Busto to fly around. Well, now, Frankie should have known better than that.... four warped minds are better than one.... and more devious, too! As Frankie went to start his round, he found his plane covered with snake oil, belly button lint, assorted bug life... and with a parachute tied to his tail wheel! A dagger was stuck in the ground and a huge hypodermic needle in the engine exhaust! As he went to remove the needle, the Freak Brothers arrived with the judges and demanded that he be disqualified for trying to "hype" his aircraft. The officials found nothing but a lot of hot air and ruled the whole thing a ruse. Frankie was allowed to fly.

It didn't end here.... apparently wishing to make amends, the brothers followed him out and talked him into a perfect approach - then - at the last minute, they dosed Frankie with his own medicine by barricading the entire field!!!

His next approach, although perfect was INVERTED! Needless to say, the flight ended abruptly as the plane touched down. The Freak Brothers, having finally mixed the right potion, went off to rest and quietly watch.

In the final event, the spin contest, the magic did its work. Frankie's plane never pulled out.... but not before he had completed enough spins to win.

In summing it up, Frankie took home the first place trophy - the Great Pumpkin. The Fun Flying Freak Brothers managed a second place and went to celebrate. Frankie T.? - he's probably still scratching his head. And the Kingston Aeromodelers? - well, maybe next year they'll invite the Modelmasters.

(Editor's note: our reporter does not mention the false noses, mustaches, and brightly colored fright-wigs that these Freak Brothers had adorned themselves with - Do you suppose they could possibly be "Trashcan" Baker, "Dirt Bomb" Curran, "Looper" Arnouts, and "Busto" Buso?????????)

Items For Sale by Members

Paul Ollivett - Hello all, if anyone is interested I am selling my FMS Pa 18 Super Cub. It will include one extra prop and two admiral 3000 mah batteries , receiver installed and a set of floats. Bind to your transmitter and takeoff. \$200.00. Contact Paul, phone number on page 1.



Tom Eng – TWO Used Hobby Zone Carbon Cub S2, 1.3 Meter RTF's and spare parts up for auction.

Recently, a new club member has decided to move away from our hobby and has "donated" his airplanes to the club. He wanted to just donate his planes to the club, but I figured that a cash auction and forwarding the cash back to the member would be a better solution. It appears he invested over \$800 in these 2 airplanes with parts. The planes are both used and show wear and tear, but the electronics work (I bench tested both), and with a little TLC, both would be flyable. Cub #1 seems to have a bit more wear and tear damage than Cub #2, dings, dents, creases from hard landings, but there are some spare parts available separately.

I personally have the same Cub and have been using it to train new pilots with my buddy box set-up. It flies great, can be a gentile flyer which can also do mild aerobatics. The airplane can also be outfitted with an optional GPS unit for various controlled flying such as auto-land and virtual fence. Also, an optional landing assist module can be added.

TWO HZ Carbon Cub's S2's RTF including:

- Spektrum DX-S transmitter
- Instruction Manuals
- Power bundle - 3S 2200 battery + S120 charger.
- Both planes are used, bid on either/both planes separately.
- New cost from Horizon Hobby would be approximately \$350 each.

Main Wing set - Brand New - Complete - new cost \$54.99

Tail Feathers set - Brand New - Complete - new cost \$31.99

Cowl - Brand New - new cost \$14.99

Miscellaneous Parts - Tail Feathers (Used, missing rudder and tail wheel), 2 sets landing gears (no wheels).

I will bring both planes and parts to the FunFly/picnic on Saturday, Sept 23, and I hope can have the auction there. If you can't make the picnic and are interested, we may be able to make other arrangements and move the auction date, let me know. See you at the picnic.



Cub #1



Main Wing Set-Complete



Tail Set Complete