



SCHEDULE OF CLUB EVENTS



May 2008

May 13
SGVRCL Board Meeting

May 17-18
Money Race: Q-500 424 only
SGVRCL, Whittier Narrows

May 27
SGVRCL Club Meeting

June 2008

June 10
SGVRCL Board Meeting

June 7-8
Two Day Pattern
SGVRCL, Whittier Narrows

June 24
SGVRCL Club Meeting

July 2008

July 8
SGVRCL Board Meeting

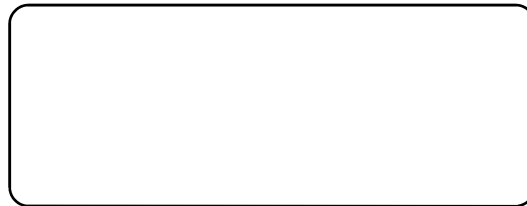
July 12
SGVRCL Member Fun Fly

July 22
SGVRCL Club Meeting

P.O. Box 9052
South El Monte, CA 91733



AMA Chartered Club #154



"INTERFERENCE" May 2008



2008 CLUB OFFICERS

President: JIM RICCIO

626-963-3696 jimk6trw@yahoo.com

Vice-President: STEVEN SAHAGIAN

909-596-5614 h4oskier@verizon.net

Secretary: TED HOLDREDGE

562-425-8924 twholdredge@aol.com

Treasurer: STEVE LOPEZ

562-908-4429 Email.SteveLopez@verizon.net

Past President: JOHN KROHN

562-692-4177 jfkrohn88@aol.com

Contest Coordinator: Open

Sergeant of Arms: FRANK WALTHER

562-908-5995 frankjulia@earthlink.net

Field Marshall: JERRY SWAIM

626-967-9920 rcflie1@gmail.com

Safety Cordinator: JIM PATTON

909-395-6769 jamespatton@ups.com

Newsletter/Membership: MARK MELVIN

626-638-3251 sgvrcleditor@earthlink.net

Haberdasher: FELIX CERVANTES

626-572-8044 felixc1930@yahoo.com

Refreshments: LARRY CHAPMAN

626-338-3859 jan_2468@yahoo.com

Member At Large: EARL HAYMOND

562-698-2722

Member At Large: PAUL MOREN

323-256-0519 m-pmoren@sbcglobal.net

Member At Large: DENNIS MORAN

714-930-5044 thuklet@yahoo.com

Member At Large: Open

CLUB WEB PAGE ON THE INTERNET

<http://www.sgvrcl.org>

Club members and newsletter readers are welcome to join our e-mail list. Sign up at:
<http://groups.yahoo.com/group/sgvrcl>

NEW MEMBERS

New members are welcome and encouraged to join the SGVRCL, Inc. Please contact club Membership Chairman Mark Melvin to the left.

MEETING INFORMATION

Business Meeting

2nd Tuesday of the month: 7:00 p.m.

General Membership Meeting

4th Tuesday of the month: 7:30 p.m.

Note: There is no December General Membership Meeting!

CLUB MEETING LOCATION

The club has a new location for all club meetings. Sincere thanks go to Bob Chase for arranging the use of the El Monte Airport Administration building for our meetings. This new building, which has air conditioning and heating, is a first class venue for our club meetings.

The building is located smack dab in the center of the airport off of Santa Anita Ave. Look for the building with the curved roof. The address is 4233 Santa Anita Ave. (corner Lambert and Santa Anita.)

R/C FLIGHT INSTRUCTORS

Chief-Instructor:

Ken Meade (626) 282-1461

Skip Adams (818) 652-6806	Jim Seely (562) 692-4680
Carl Balmer (714) 827-4164	Lynn Burks (909) 860-5451
Felix Cervantes (626) 572-8044	Larry Chapman (626) 338-3859
Steve Lopez (562) 908-4429 (Helicopter Instructor)	

Hey Members, that's you!

Let's see more of your models at our monthly meetings.

The Prize for winning "Model Of The Month" is a cool looking large club coffee

Model of the Month Contest:

Now that we have acquired such a nice room to hold our meetings, let's keep it that way by making sure that the models we bring to our meetings have their fuel lines capped off and are drip free of oil. The last thing we need to do is wear out our welcome by leaving drip spots behind!

Park Police Dispatch Number

800-834-0064

This is the 24-hour dispatch number for the Park Police. You may want to jot this number down and stuff it in your wallet for future reference. When you've seen someone flying unsafely, this is the number to call if the flyer refuses to abide by the field rules.

CHANGE OF ADDRESS

If you need your newsletter sent to a new address the quickest and easiest way to let me know is through email. Send it to: sgvrcleditor@earthlink.net. You can also call me on the phone (626-638-3251) or send a note to the club post office box: SGVRCL, PO Box 9052, South El Monte, CA 91733



President's Message

The year is almost half over and it is time for best part of the year, summer. I don't know where the first half of the year has gone, I had many plans to do lots of things and only a small number of them got done. I have been retired for a number of years. I was under the impression that retirement would give me the time to do all those things I had been putting off. I seem to be busier now than when I was working. I fact I don't know how I had time to work.

By the time you get this newsletter the second Q-500 race will be history, and I will most likely be in Chowchilla for the big IMAA fly in. This is the biggest and the best big bird event in California. I hope you had a chance to get up to Chowchilla and take part in this event.

There will be a drawing for all the guys who worked the first two Q-500 races, and the winner will get a ride in a 12 in. to the ft. round engine AT-6 at the club meeting.

At the May meeting we will start the: you better wear your club shirt (orange or green), or club jacket, or club hat, or club name tag to the club meeting. If you don't you will be getting a tap on the shoulder from Frank Walther (club sergeant at arms) with his hand out. To get him off your back you will need to come across with a buck. As a member you should have at least one of those items. Guests are exempt from Frank's big hand.

The slurry coating of the runway has run into a problem. The asphalt coating over the petro mat is thinner than we thought in at least one area and maybe others. This

means we cannot just patch the bad spots with new asphalt. It will require using the crack filler which is rubber based product to repair the bad spots, and the big cracks. This will not last long without replacing the slurry coat every year and half or so. We have enough money to do the job now. But we will need to come up with a way to put about \$3,000 to \$4,000 a year in the runway fund for future coatings.

Due to the cost of the runway repair the new taxi ways, are on the back burner. Even though we can't do the new taxi ways we still will keep the new helicopter and slow flying, light weight 3D electric flying areas. These pilots will need to stay clear of the present taxi ways. The signs will be changed to reflect these flying areas.

With our present funding base we will not come close to putting \$3,000 to \$4,000 in the field fund each year. It costs between \$2,000 and \$3,000 a year for the normal month to month club operation. All of that comes from dues, and money made from contests.

We have been the sole source of money and man power to keep the field in repair for many years. The P&R put little or no money into the field. They cut the grass, and water it, and now pay for the port-a-potty.

We will be getting two new 10ft. X 15ft. shade canopies from the park. One will be placed at the container end of the pits, the other at the helicopter end of the pits. I sure wish we had the money they cost to put into the runway.

Enough complaining for this month, see you at the club meeting.

Jim Riccio
President

Put another candle on the cake of these..

BIRTHDAY PILOTS

Will Simpson	May 07
Don Schrello	May 08
John Krohn	May 09
Bert Magbanua	May 10
Louis Renteria	May 11
Enrique Guerrero	May 16
Robert Webb	May 19
Kim Seligmann	May 20
Michael Chen	May 23
Lonnie Morrison	May 23
Frank Alcaraz	May 24
Betty Stream	May 25
Philip Herrera	May 26
Charlton Breon	May 31
Ruperto Ramos II	May 31

MAY 12 FLOAT FLY

Hi Float Flyers, the May Float Fly came and is now gone. Can you believe that it rained all morning long and it was cold, but that didn't stop the float pilots from splashing in the lake. We had 16 pilots, many good flights on this cold morning.

Jay Millard brought his new float plane, a large Extra on cub floats and had a good test flight, nice take off, some loops over the lake and a nice landing. We were all impressed.

On the other hand I was told that handicapped flyers can park inside the gate. All others must unload their vehicles and park outside the fence; most of our flyers are seniors and carry handicapped placards for their vehicles.

Jim R. and Ken Mead did the frequency tags but the land field was very slow, thanks. And thanks to Earl for cooking lunch again. The new boat rotunda is finished and very nice, compete with sun shades. It's all very nice. Thank you

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park. The next Float fly is June 9th, see you then. We love the park!

Paul Moren



**Ken's
Pen**

Free Flight, U-Control & Radio Control. The three modeling basics.

Time wise "Free Flight" to us is like a "Grandfather" since it came first. Our "Father" is therefore U-Control. Unlike free flight, UC is flown hands on the control, just like we do today when your hand is on the transmitter. In the 40's the pioneer inventor of UC was a guy named Jim Walker. Workable small gasoline powered model airplane motors had recently become available in the previous few years. Putting one on front of a tethered model was an obvious "Giant leap for mankind." Walker became very innovative and successful in his business of producing workable models. Ones that a modeler could actually control and fly "hands on."

You Control (UC) by tethered wires was a huge success in the '40's, really booming after the war. Especially so because it could be flown in a small area. Prior to that if you wanted to fly you had to go out into the boonies and throw the model into the air-with crossed fingers-and hope! UC was a huge improvement and success. You could actu-

ally "feel" the airplane while you were flying one! Wow!

My dad was an airplane nut also, holding a early Glider Pilot License, Number 234. With my dad's help, I flew UC in the early 40's, starting with converted free flight models. So I know first hand about that "Wow" factor!

Recently I received a newspaper article from my Sister in Portland and it featured a local Club. They use a UC field in Portland donated by that same pioneer, Jim Walker. Seeing the name again reminded me that we have a member in our Club-who was there flying and working for the famous Jim Walker himself. I sent the clipping to long time modeling and amateur radio friend, Frank Motley. Here's his response.

Ken Meade
WA6IVD

*Hi Ken,
Thanks for the nifty photo of the Portland UC combat article. I lived a few blocks from Jim Walker's factory. He and his planes became well known in Portland.*

Jim was a Ham and a good showman, and flew a lot of demo flights, in many places in many towns, across the country to promote his small balsa gliders and Fireball UC kits. Seemed to have fun making money at his hobby. A tough life, but somebody had to do it! Walker kept one lady busy full-time building super-light new Fireball planes for his use and demo flights.

Jim would periodically rent a huge store window, weekends, in the very-high-foot-sidewalk-traffic fancy downtown areas, stand in it for hours, amusing passers-by throwing small "American Junior" balsa gliders within the window area so that they would zoom, loop, and some would bounce off his rump. That sold airplanes.

To promote the Fireball UC kits Jim had a special "3 at a time" demo he flew at the model parks. For that, he wore a football helmet with a metal pin protruding from the top center. A UC control-handle was fixed to swivel on that pin, and it connected to one set on UC control lines. You wore the helmet, and could climb or dive the model (a little) by nodding your head

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up (climb) or down (shallow dive). Two other Fireballs, each with motor-ignition throttle control, one in each hand, were flown in front and behind the "helmet plane." This demo worked okay. For setup, I wore the helmet and flew 2 planes while Jim did the needed "trim" adjustments to the control handles.

Jim was a nervous kind of guy, chewed gum, and really worked his jaws while flying this triple. At various times we were hired as the "gofor" boy for Walker, to haul & set up equipment. Have flown same circle with him, with me upside-down, so he could see how we had to move the handles around each other. I don't know if he ever flew combat.

Later we became the original guy who assembled and tested the then all-new "U-Reely control" handles, and we built some with motor-control switches. "U-Reel" was a mixed blessing...loved by a few, hated by others--crashed a lot of planes.

Working at Walker's model factory was new and interesting for a while. My 1st day was working in their balsa

rip-saw room. At lunch time I sat to eat with the rest of the other 5 saw operators, to notice that I was the only guy with 10 fingers. Time to move to another dept!

Jim tried to develop several different kinds of radio systems for model planes, with no success that I know of.

During WW2 ham radio transmitting was illegal. So, Jim built a sound-



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controlled 8ft pot-bellied tow-line glider. I was a part-time tow-motor. Glider had two opposed speaker cones in the belly. A loud sound would make them move to push electrical contacts together, to key an escapement on the rudder. The transmitter was a drum or a 5-gallon can with a hammer. Rudder-only escapements were a lousy method and it was abandoned.

Jim did get a radio system built that was multi-channel using a mechanical

selector to move the proper control surface. It was in a 6 ft span 60-powered plane. On its one and only flight the servos 'worked too slowly' to maintain control. That was the explanation. Jim did this "demo" flight at a free-flight contest, and the flyers laughed at him when his rc-plane crashed. As we picked up the pieces with him, he said to me: "I only try to develop these things for your guys." Jim did not feel appreciation for his efforts.

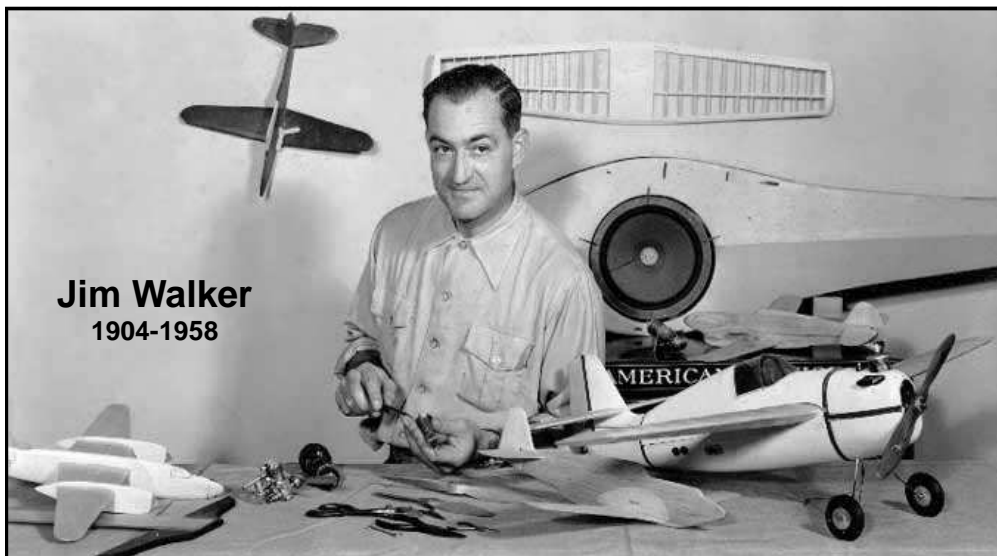
Jim had a 2-point ignition timer, for an Ohlsson 23, with a DC relay in the plane that could select retard or advanced ignition choice. That was when nobody had a throttle. But Arden brought out the glow plug around 1947, and ignition faded away.

There were new Jim Walker designs that never hit production, like a nifty F6F U-control, and light balsa floats sized for the Fireball UC kits. I tried the floats on my Fireball that had a motor-speed control, standing knee-deep in water at the Portland "Casting Practice Pool." Flew okay, but the floats made a lot of drag in the air. Ground effect was surprisingly strong on approach to water landing.

After WW2, there were no practical RC model radios for sale, no digital, no analog, no tone, just escapements. I lost touch with Jim after 1947, but to my knowledge, Jim had never, ever, successfully flown an RC model, so had no opportunity to actually learn to "raise the low wingtip" when the model flew towards him. He was very frustrated that radio-control hardware was not available.

Jim did get one radio system built that had analog proportional rudder and elevator. That radio went into a brand new 10 foot span 30-pound tail-dragger plane that had never flown before. Plane had a 2-cylinder 2-stroke surplus ignition engine with geared contra-rotating props. This

(Continued on page 6)



Jim Walker
1904-1958

(Continued from page 5)

was Jim's 1947 new custom-built 30-pound single-stick radio (chest-mounted with shoulder hooks) had never flown this RC plane. But his equipment all looked good to him that morning. He really wanted to fly it, as a demonstration, -and damn the torpedoes!

Incidentally, Jim had driven his shiny gorgeous brand-new black Buick Straight-8 Roadmaster convertible coupe to this rushed attempted RC demo he was doing for two Army officers. It was parked right on the runway edge, parallel to it, where he and the others stood.

So Jim tried a takeoff roll—from the far end of a long runway-- rolling toward himself from his left. During takeoff, a rubber tire came off one wheel and the plane did a ground-loop just as it passed in front of him, standing next his car. The ground loop brought it to a stop, facing him, at full throttle, about 30 feet away. The plane lunged in its new direction, gaining speed.

Jim must have been petrified, because the plane rammed the driver's door, punching the gearbox and props way into the thick door. Jim really lost his temper. He started cursing real loud, and lifted the heavy radio-controller unit up from his shoulders and threw it on the ground, smashing it! That seemed to be the end of the flight demo for the Army.

One good point came from the wreckage...it is best to put the heavy battery in front, not behind, the radio and servos. His got very flat.

Someone in the truck we used to haul the plane took a movie of all this. If you ever see it, I am the tall kid in a leather coat, running to chase the plane down the runway, per Jim's instructions, so as to re-position it, in case it went off the runway.

73's Frank Motley W6NHF



FROM THE FIELD MARSHALL

We are approaching the hot summer months. There's nothing like flying your favorite airplane or helicopter, with sweat burning your eyes. Hopefully the flying field canopies will be installed in the pit area before it gets too hot. I have not seen it but I hear that the canopy in the lake area is up. From what I have heard it is very nice and well built.

The flying field is in pretty good shape but there are still things that need attention. The cracks in the runway are getting worse but the upcoming slurry coat should take care of that for awhile. I sure wish there was an affordable answer to this ongoing problem. It costs the club a lot of money to have the slurry coat applied, and should be repeated every 15 months. We just don't have that much money in our club account.

We are still trying to work out a suitable area for the helicopters. What we have now is not very user friendly. We want them in the same area but with the traffic pattern running east to west instead of the now north and south. They also need their own pilot stations and three 10ft by 10ft take off and landing pads. If anybody has a good idea for this, see me at the club meeting or e-mail. Well that is about it for this month. Fly safe and keep the sweat out of your eyes.

Jerry Swaim

Field Marshall

Monthly Raffle Prizes

Last month's raffle prizes for the meeting were bought at Pegasus Hobbies in Montclair. Big Thanks you to Tom Macomber for the generous amount of prizes!

This month's raffle prizes are from Hobby People. The SGVRCL thanks all of our newsletter advertisers for supporting our club. Please support the advertisers by patronizing their stores!

This month's plane from Nitro Models for



the meeting raffle is the PT-17 Kaydet.

Board Meeting Minutes

To save space in the newsletter a copy of the minutes of the previous month's board meeting can be read online at..

sgvrcl.org/boardmeeting.pdf

NEW MEMBERS

The SGVRCL welcomes these new members to the club!

Wes Cleaver
Mason Mattenson
Sofoklis Zotos

off the mark.com by Mark Parisi



A123

by Tai Liao

English editing by Ken Meade

The brand name A123 is one of the latest in lithium based batteries design and is a result of the nanotechnology boom. Technically known as LiFePO_4 , or lithium-iron-phosphate, the A123 has almost perfect all around superior qualities. Just what the modelers are looking for! A high capacity/weight ratio, very high discharge and charge rate, plus superior safety and durability. This makes the A123 type battery an excellent candidate to "fuel" an electric airplane model.

The A123 battery has a nominal cell voltage of 3.3 V and safe cut-off voltage of 2.0 V. Capacity wise, the only size immediately available is 2300 mAh (milliamperes-hour). It weighs just 2.5 oz. or 70g. It's a little heavier than normal Lipo's. (Lithium Polymers.) All its chemistries are packed inside a 1 inch diameter aluminum canister 2.5 inches long. Featuring the capability of discharging continuously at 30 times its capacity (30 C) or 69 Amps, it also can be pulse discharge for 10 sec at 60 C - or 138 Amps! Wow! That's close to Ni Cad's!

Its best feature, unlike Lipo's, is its safety. In case of charging errors

or accidental cell puncture, it will not catch fire. That's been a huge worry with Lipo's. This means that it doesn't need to be removed from a model during charging. With its quick charge time and over 1000 cycles of expected life plus its safety features - it essentially can be built into a model permanently.

Charging is a little different than Lipo's. The A123 uses a constant current, constant voltage (CCCV) charger at 3.6 V at 4 times the capacity (4 C). That's about 10 Amps. For example, a 240 W charger can charge a 6 cell pack at 21.6 V and 10 Amps, in about 15 minutes. Caution, for the first 10 to 20 cycles, a pack should be charged using a balancer. Then, after the initial brake in, the pack should be balanced at least once every 10 cycles and the charge rate can be as high as 8 C (20 Amps). This takes a mere 6 minutes, but it takes a powerful charger!

During actual use in a .40 size model with the A123 powering an appropriate size brushless motor, typical drain is 28 Amps from 6 cells in series. That's 500 W of power! One pack can provides 5 minutes of full power performance. Total model weight of an airborne configuration in a typical trainer is around 5 1/4 pounds. That's approximately 100 W per pound. Very good!

So you have to take a serious look at the latest in electric power! A big

plus is it doesn't have much noise, no smell, or best yet, no residual oil all over the place. And - cost of fuel is nearly zero! As an extra plus, a series pair of A123's could possibly be used as receiver batteries. Or three cells as a transmitter pack? Are you sold? Try running a Google on it.....

Glossary of terms used in the article:

- A or Amp = ampere, electric current unit.
- Ah = ampere-hour, battery capacity unit. 1 Ah is equal to 1000 milliamperes-hour (mAh);
- C = charge/discharge current in relation to batteries capacity, expressed in ampere (A);
- V = volt, potential difference unit;
- W = watt, power unit. 1 watt = 1 volt x 1 ampere.



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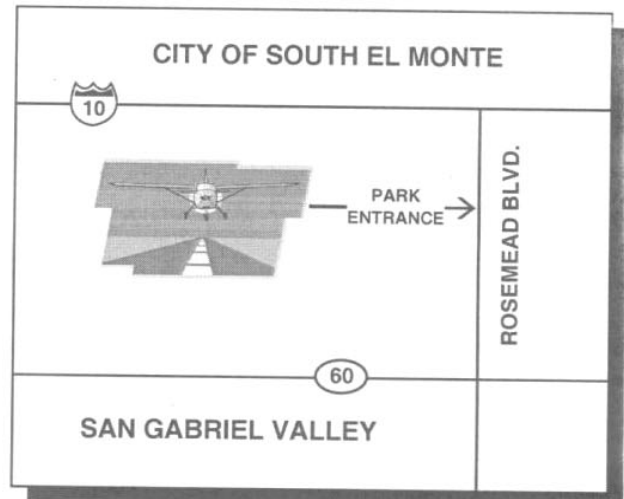
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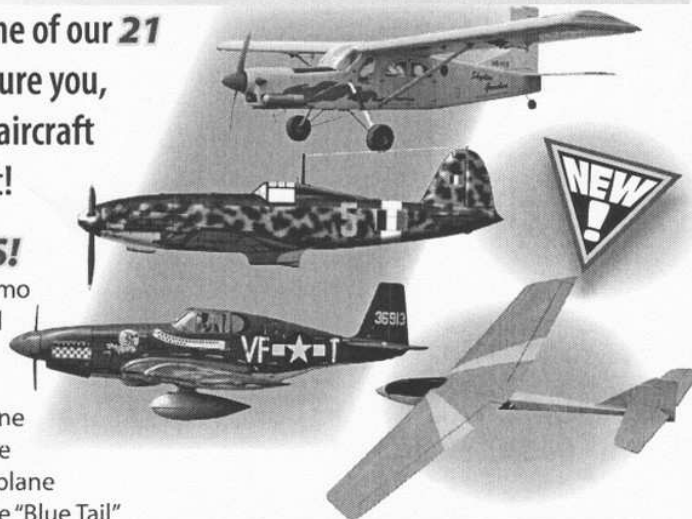


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