



534

1/2A Challenger

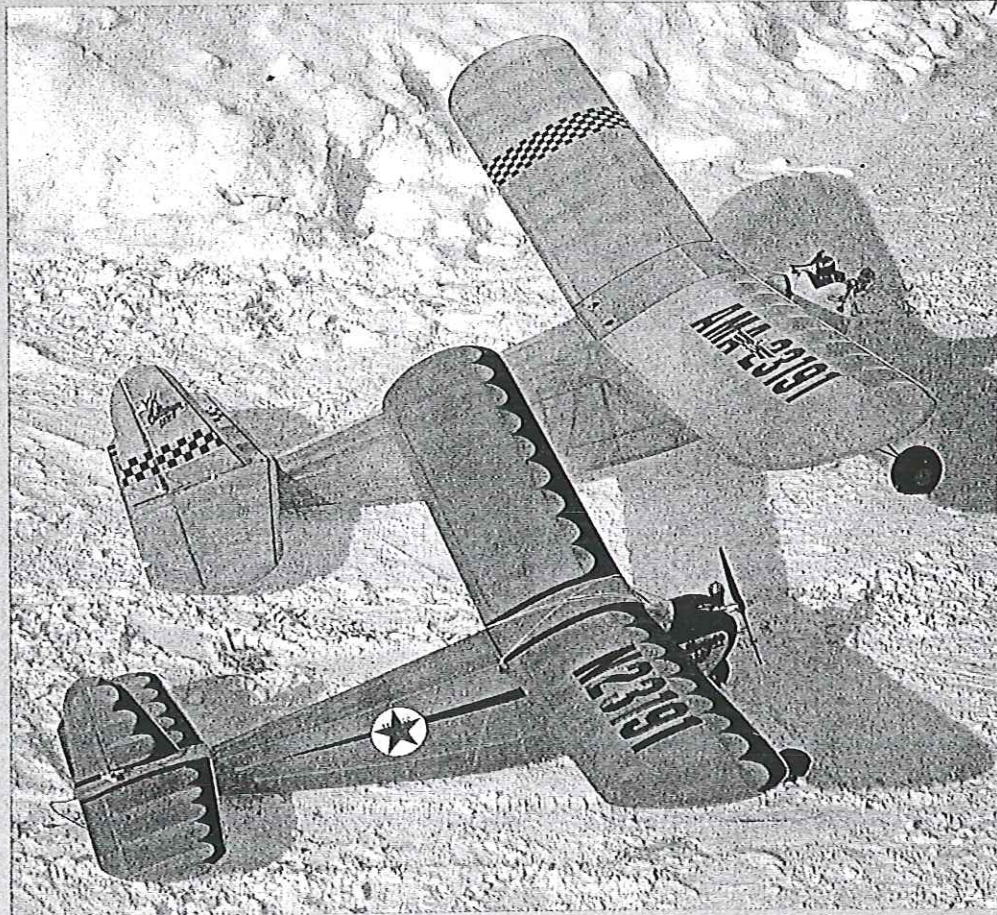
For relaxed fun flying it's hard to beat what you get with an RC-assist Texaco-type Old-Timer. This scaled-down 1/2A version also has nice lines and enough performance for SAM-type competitions. ■ Jim Kosticky

THE BEST PARTS of any airplane construction article I've ever read are those in which the author explains why and how he designed the model and his experiences while trimming and flying it. This is the sharing of personal experience, and I find it particularly enjoyable. It allows me to experience the model vicariously—nice, because I couldn't possibly live long enough to build everything I'd like to build. I know this sharing is why I enjoy Bill Winter's writings (the poet-philosopher of model aviation?) so much. Anyway, here goes—heavy on experiences, and light on construction details.

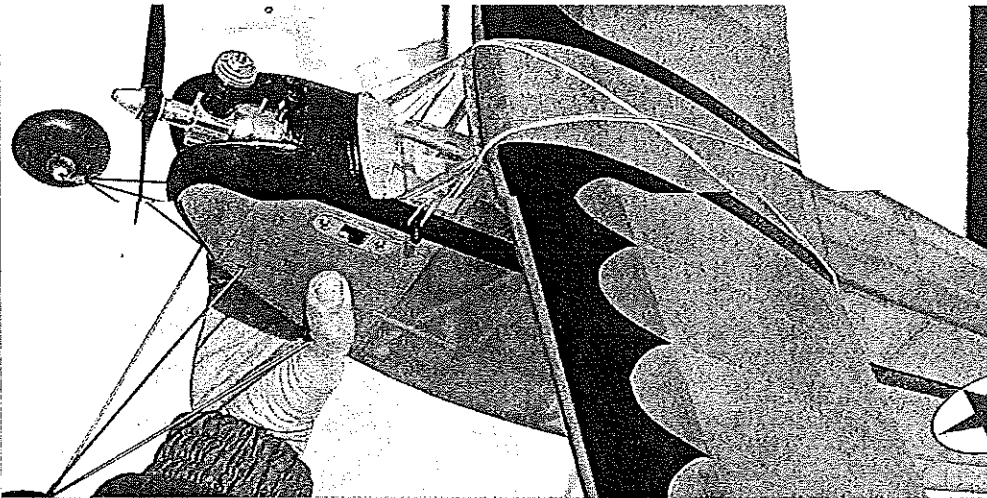
I've done a lot of art work for Vern Krehbiel of VK Models and have come to value him as a friend. One afternoon we began discussing old Free Flight models. My interest came from something I'd witnessed as a very small child, and Vern had enjoyed that phase of model aviation as a young man. A lot of wood for his Triplane kit never got cut that day, and I was late for dinner, but it was worth the frosty looks our wives gave us later that evening.

The original Challenger was designed and built in 1938. It was of modest size (68-in. span) and powered by a Baby Cyclone engine. At first Vern used a Clark Y airfoil, but as engines became more powerful he switched to the popular undercambered section shown on the plans. Eventually he kitted the model and sold it for the magnificent sum of \$4.50.

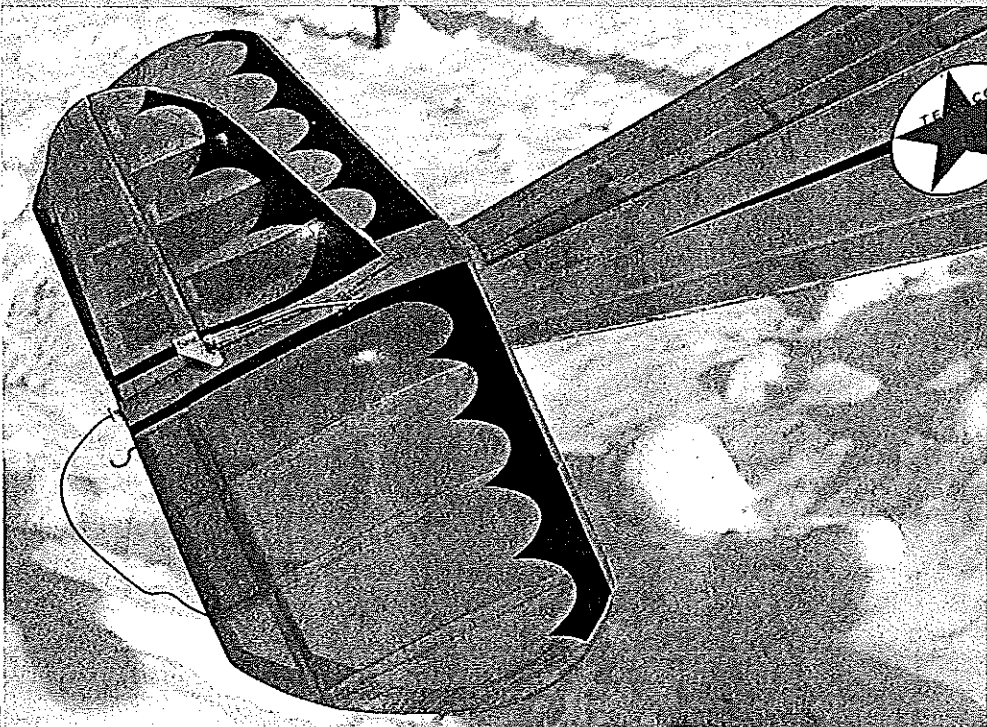
Between a set of plans from John Pond and an airfoil template and anecdotal notes



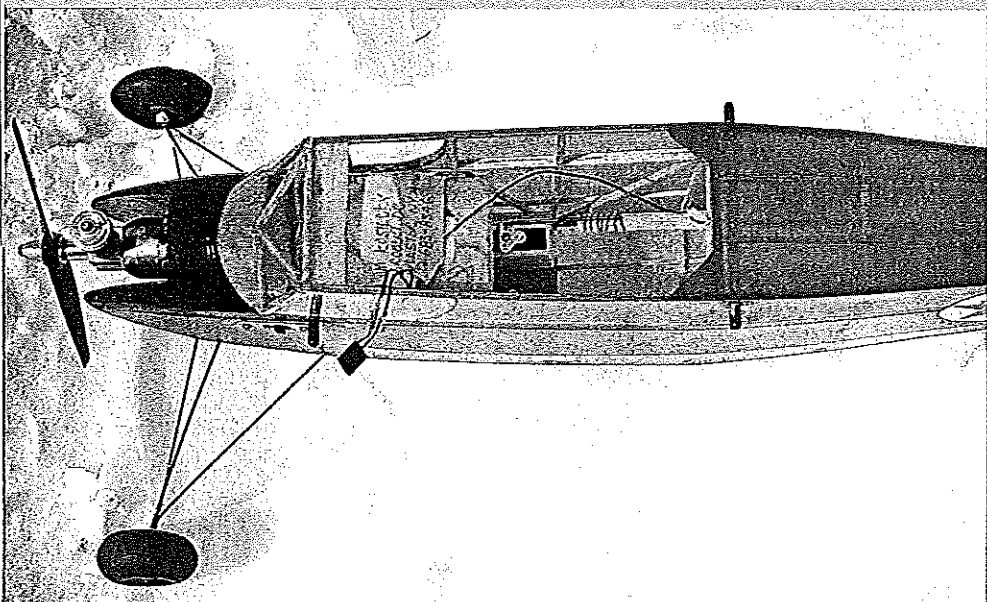
Top: Our author and his wife pose with his original full-size Challenger and his .049 1/2A Texaco version. The full-size model was covered with Micafilm, and the 1/2A version with lightweight silk; six coats of Sig Lite Coat clear, airbrushed trim. Above: Compared to the larger original the model seems small, but it's still impressive the way the .049 hauls it up.



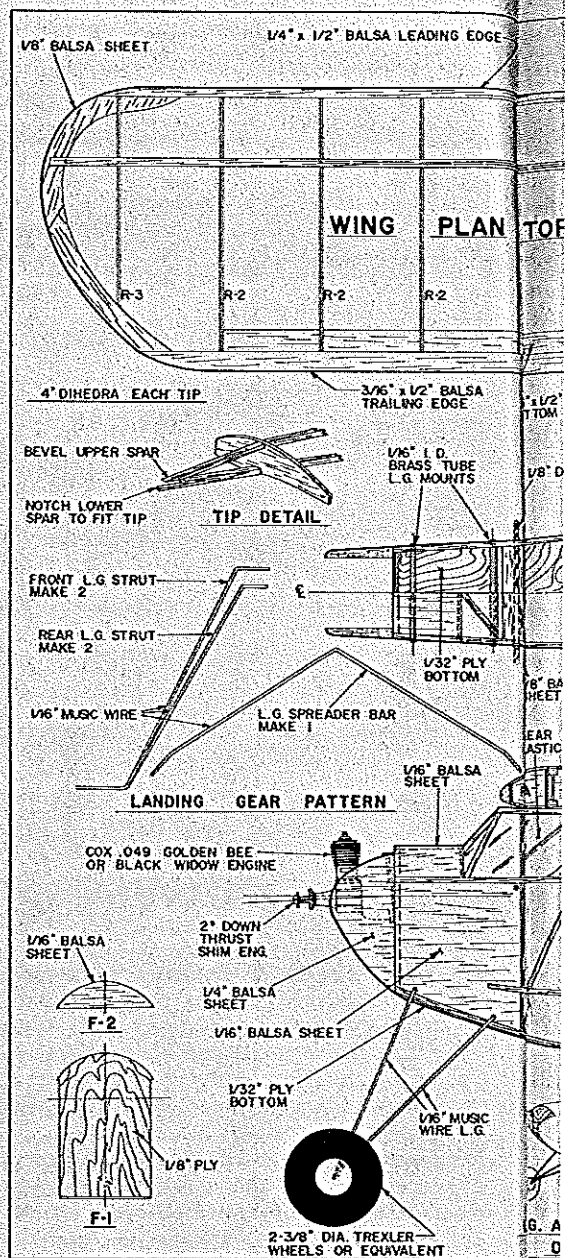
The model incorporates a handy plug-in landing gear. Power is provided by Cox's Golden Bee version of the .049. Note the cabin, wing mount, and good looking structural detail.



Rudder hinges show through the translucent silk covering. Control linkage detail is evident as well. The elevator is on the right half of the stab only, but it provides plenty of control.



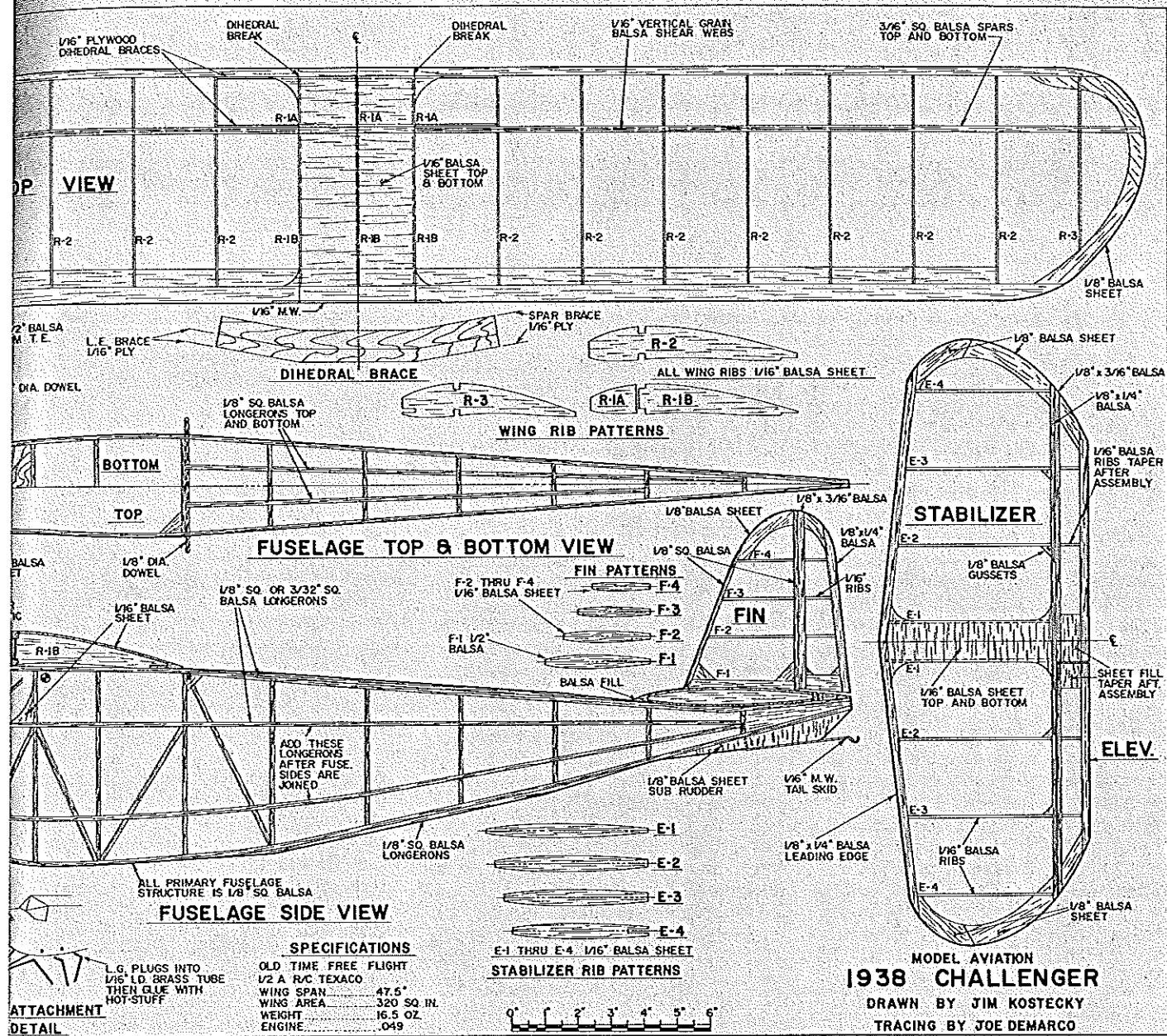
Cabin interior is big enough for standard-size servos, but lightweight small systems, such as this Litco Filte-pak, will help the model's gliding performance. CyA secures the landing gear.



from Vern, my Challenger, powered by an O.S. .35, took wing. Four summers and many enjoyable flights with no mishaps made that airplane one of my all-time favorites. It still looks and flies like new.

Enter the 1/2A Texaco craze. This is the best event ever to happen to anyone with limited time and unlimited capacity for fun and competition. The rules are simple, and there's lots of room for strategy; I was hooked instantly. Should I send it up screaming for a short time and then hunt thermals for a max? Or should I experiment with low power and a long engine run and max on pure determination? The die was cast, and I needed a plane.

No one I knew was flying a 1/2A Texaco Challenger. That was important to me and so was its dependability and uncanny thermalling performance in the original size. I just couldn't afford to pass it up. As it turned out the challenger, with top, bottom, and side longerons added to the simple stick-box fuselage, was a real ego boost. People suddenly began to think of me as a



ATTACHMENT DETAIL
 L.G. PLUGS INTO 1/16" I.D. BRASS TUBE THEN GLUE WITH HOT-STUFF

SPECIFICATIONS

OLD TIME FREE FLIGHT	1/2 A R/C TEXACO
WING SPAN	47.5"
WING AREA	320 SQ. IN.
WEIGHT	16.5 OZ.
ENGINE	.049



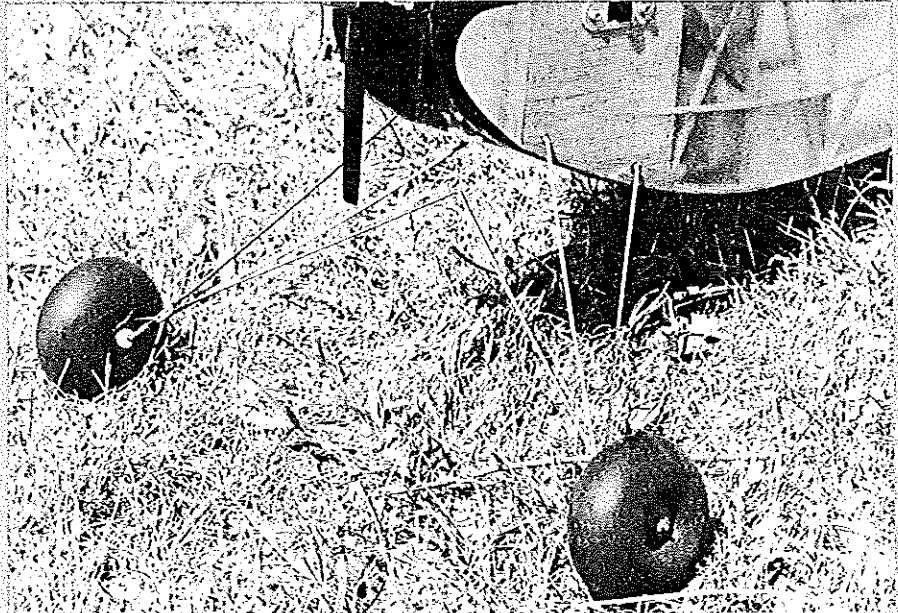
MODEL AVIATION
1938 CHALLENGER
 DRAWN BY JIM KOSTECKY
 TRACING BY JOE DEMARCO

"super builder." What they didn't know was how easy (as well as strong) this type of construction really is.

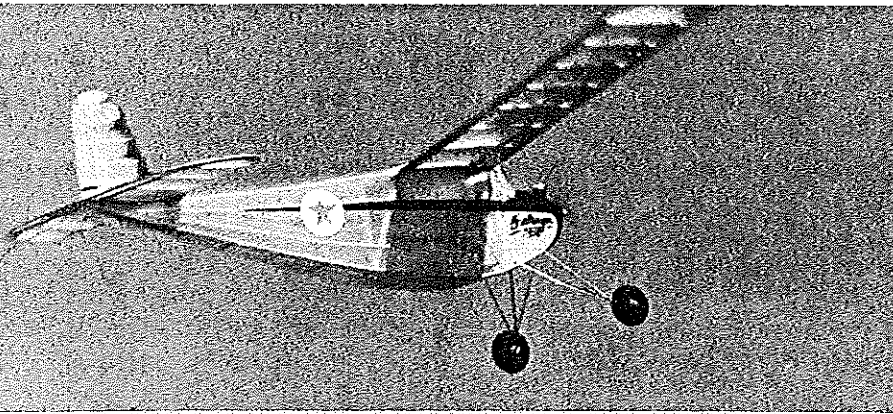
My plane is 70% of the original, with 306 sq. in. and a weight 16½ oz. It flies superbly—climbs very quickly and soars well yet penetrates with a little down elevator. You won't be disappointed whether you build it for competition or for the local schoolyard.

Fuselage construction. First, cut out the firewall, and using blind nuts, mount either a Golden Bee or Black Widow .049. Cover the plans with wax paper or the backing from MonoKote, and build one fuselage side from firm but light ½-in. sq. balsa. While this cures, busy yourself cutting out wing, stabilizer, and fin ribs from C-grain contest balsa. (Incidentally, I make up a list of balsa necessary for each project and include some notes as to grain, grade, etc. I order from Sig products in Iowa and have always received exactly what I asked for.)

Build the other fuselage side next. I use



The plug-in landing gear makes covering and finishing the nose section a pleasure instead of an exercise in frustration. Stance of this gear makes it extremely stable on the ground.



Telephoto lens lets us see how soundly the .049 hauls this large 1/2A model up to altitude.

the cyanoacrylate (CyA) glues almost exclusively, but Titebond or Elmer's Carpenter's Glue work well, too. When cured, join the two sides. Jig them upside down on the top view with drafting triangles and wooden braces. Next I add all the cross members as well as the firewall, remove it from the board, and add F-2 and the 1/16 top nose sheeting (CyA and a little water on the outside of the sheet makes this easy). Finally I add the 1/2 ply bottom and nose cowl blocks.

The front windshield supports and 3/32 sq. top, bottom, and side longerons finish the job except for sanding and a little shaping on the nose.

Install the 1/16 (inside diameter) brass landing gear tubes. The gear will be plugged into these later, as the covering and finishing of the fuselage is infinitely easier without the gear sticking out.

The wing is next, and it's fun as well as easy. Select the bottom 1/16 sq. spars, and trim a bevel on the bottom as indicated on the plans to allow for the airfoil undercamber. I did this by marking it with a ball-point pen; then one slice with an X-Acto knife followed by a sanding block finished it

quicker than it takes to write it. Pin the trailing edge and 1/16 x 1/2-in. bottom sheeting to the plan. Shim up the bottom spar, and add all the ribs except the three center undercut ones. These will be added when the panels are joined.

Add the vertical-grained shear web to the lower spar. Cut out the wing tips, and add them according to the detail on the plan. When dry, block up the tips to the appropriate dihedral, and sand the proper angle into the leading edge, spars, and trailing edge at the root. The center section will be flat. Pin both panels back onto the plan elevated to the proper dihedral angle at the tips, and add the center section leading edge, trailing edge, and spars. Add the 1/16 plywood leading edge and spar doublers, then the ribs and top sheeting. When dry, remove the wing from the board, and shape and sand where needed.

Tail surfaces. The fin and stabilizer leading edges, spars, and trailing edges must be shimmed off the plan with scraps to allow for the symmetrical airfoil. Add the ribs, tips, and sheeting; sand everything smooth, and you're done. The elevator is used on one side only. It is more than adequate

since this is a "controlled" Free Flight, not a Pattern ship.

It's fun to pin everything together at this point, take the ship in hand, and run around the room with it while making airplane noises. (Do this while everyone else is outside!) Another (more mundane) reason for this is that you can check alignment, fin, stab, and fuselage joints. Trim and fill where necessary.

Bend five landing gear pieces from 1/16 wire, and insert the main wires in the appropriate brass tubes in the fuselage. Use some fine copper receiving wire to hold them in place, and add the spreader. Then go back and neatly bind the joints where the three wires come together on each side. Solder, and—voilà—you're done with the plug-in gear.

Covering, etc. Decide which covering material you like best. I finally chose lightweight silk and clear dope, same as I used on my early RC planes and Free Flight ships 25 years ago. Dyed silkspan would be my second choice, Micafilm third, and MonoKote last—purley based on aesthetics, since they're all fine in terms of function. Start with two coats of Sig Lite Coat on the structure, then put down the wet silk using more Lite Coat as the adhesive. When the silk dries, suffer through a first coat of clear. After that it's smooth sailing. I used an airbrush for the scalloped trim, and the effect is great.

Attach the windshield with RC 56 glue, and snap in the landing gear. I put a shot of CyA into the tubes to make sure the gear stayed put. If you've come this far, Trexler wheels are a must.

I chose to use the Rocket City sheet hinges (plastic sheet with a fabric backing on each side). Simply insert the hinges into a knife-blade slot after everything is covered, and hold in place with a drop of CyA (don't glue the movable surfaces together). Best idea since sliced bread. The antenna is run through a piece of Nyrod tubing placed in the belly of the fuselage.

Boy, it sure looks neat! Mount the engine, balance according to the plans, and rubberband the wing onto the 1/8-in. dowels.

Flying. It was gray and overcast with a light, variable breeze the day I decided it was finally time to fly the challenger. A 6 x 3 Cox prop and some Cox 'red can' fuel quickly had it heading skyward; a bit of right trim, and in 2 1/2 minutes it was a mere speck. (I still marvel that a plane this large can climb so purposefully on a mere .049.) After 15 minutes and several tight spirals, I brought it down low enough to see; then I spiraled once more and finally landed as the clock approached 20 minutes. I couldn't buy a thermal on my second flight and landed just short of eight minutes, but the third time up was every bit as good as the first (needed just a little trim in the glide), and I took the model home and put it away quite satisfied.

A month later I was all fired up about the

Continued on page 180



Our author launches the Challenger for an official flight at the Grand Island SAM chapter's Old-Timer contest. This particular launch resulted in a healthy 17-minute flight.

FULL SIZE PLANS

- No. 531 **Terrible Coupe** \$4.75
FF Rubber-power Coupe d'Hiver spans 48 in.
- No. 532 **Baby Bird** \$4.00
CL Tiny Stunter uses .049 diesel/glow, spans 34½ in.
- No. 533 **Cessna C-37**..... \$5.00
RC Scaler of 30s plane for .049/.10 power, 2-ch. spans 42½ in.
- No. 534 **1938 Challenger**..... \$5.50
RC ½A Texaco Old-Timer spans 47½ in., for .049engine, 2-ch RC.

No. 193	Stilette: CL Stunt model (McDonald) winner 1976, 1980, 1982 FAI World Champs.....	\$ 3.75
No. 239	Blue Birds: RC Ken W Beard's formation plane, 4-channel, 10/15 power.....	\$ 3.75
No. 262	Crashmaster: CL Crash-proof trainer, two sizes—15/30 and 35/40 power.....	\$ 1.25
No. 302	Mini F-16: RC Sapolet's B49 ducted-fan sport flier for 2-channel, Balsa wings, tail, fuse structure.....	\$ 2.75
No. 310	1930 Fleet Biplane: RC Sport Scale for .35/.40, 4-channel, Wingspan 56 in., ½ scale. Two sheets.....	\$ 6.25
No. 314	Drake II: RC Ken Wilford's flying boat for 3-channel, 15-power. Fly from land with removable gear.....	\$ 3.75
No. 326	Taylor Cub: RC Don Smith's Schoolyard-Scale for .049s, 2-3 channel. Spans 50 in.....	\$ 3.50
No. 332	Zephyr: RC Small, 2-channel glider for hand-launch or tow, thermal or slope soaring.....	\$ 2.00
No. 386	Laser 200: RC Sport Scale replica of championship Aerobatic flier. Uses .40 power, 4-5 channel. Two sheets.....	\$10.75
No. 414	Electric Sparky: RC Electric-powered fun flier for OS motor, 3-channel RC is scaled-up 1939 rubber-power favorite.....	\$ 8.50
No. 430	Ironside: RC Zippy little sportster for .10/15 power and 3-channel RC.....	\$ 4.00
No. 433	Watts Up: RC Electric-powered glider for 2-3 channels, O35 motor spans 52 in.....	\$ 4.50
No. 438	Cruiser: FF Embryo Endurance rubber-power fun ship has big-model characteristics.....	\$ 2.00
No. 440	Cavalier: RC Old-Timer-like new design has huge wing for easy flights. For .35 power, 3-ch. Two sheets.....	\$17.25
No. 444	Firebolt: RC Pusher canard sport/pattern uses .40 pusher engine and 4-channel. Has swept-forward foam wings.....	\$ 6.50
No. 447	½A Miss America: RC Old-Timer ½A Texaco model for .049 glow, 2-channels.....	\$ 6.50
No. 452	Gee Bee 2: RC Quarter-scale spans 71½ in., uses .90 power. Four sheets.....	\$16.00
No. 454	Sweet P-30: FF Neat, stick-and-tissue Outdoor Rubber P-30-class model is a contest-winner.....	\$ 2.00
No. 457	Spectra: RC Electric-power for OS-size motor uses 3 different wings for sport, soaring, or aerobatics.....	\$ 7.00
No. 460	4-40: RC Shoulder-wing sport flier for 4-cycle, 40-size engine, 4 channels.....	\$ 6.50
No. 465	Blue Max II: RC Fun-fly sportster for .40-size engines spans 52 in. Lightweight structure.....	\$ 7.00
No. 468	Smoothie: CL Stunter for .29/.35 power. Design is based on hybrid Smoothie/Nobler.....	\$ 6.75
No. 470	Stroker: RC Mid-wing sportster uses .40/.45 four-stroke engine, spans 50½ in., tail-dragger.....	\$ 6.50
No. 478	Buttercup: RC Cute, elfin sportster uses micro 2-ch. RC or pulse-motor. Spans 27 in., for .020/.035 power.....	\$ 3.00
No. 487	Cap 21: RC Scale Aerobatic plane for .40-size engine spans 62 in. Two sheets.....	\$10.00
No. 488	MB-7: FF Jumbo Rubber Scale of 1920-era Thomas Morse biplane spans 37 in.....	\$ 5.00
No. 490	Weekender: RC Low-wing sport flier for .70-size 4-stroke engine spans 47½ in.....	\$ 5.75
No. 499	4-60: RC Doc Mathews' great sport flier for .60-size four-stroke engine spans 70 in. Two sheets.....	\$12.75
No. 500	Fokker D.VIII: RC Sport Scale model of WW I monoplane uses .90 four-stroke engine, spans 63½ in. Two sheets.....	\$16.00
No. 501	Indacker: CL Sport scale model of early WW I monoplane for ½A power spans 23¼ in.....	\$ 2.00
No. 502	Bill Winter's Vagabond: FF Sport flier is down-sized, .02-powered version of 1940s cabin plane. Spans 33½ in.....	\$ 2.25
No. 503	Buzzbat: RC Slope-soarer spans 60 in., uses 2 RC channels.....	\$ 7.50
No. 504	Turbo Lance II: FF Rubber-powered scale model spans 18½ in.....	\$ 1.50
No. 505	P-38 Lightning: CL Sport Scale fighter spans 65½ in., weighs 10 lb., uses twin .35s. Two sheets.....	\$11.75
No. 506	Playmate: RC Sport flier for 3 RC channels, .15/.25-size engines spans 60 in.....	\$ 6.50
No. 507	Hummin'bird: FF Hot class A/B competition plane won at the '85 Nats.....	\$ 7.50
No. 508	B-25B: CL Profile scale WW II bomber for twin ½A engines spans 30½ in.....	\$ 4.00
No. 509	Roscoe 18: FF Hand-Launched Glider features curved, 18-in. wing, DT.....	\$ 1.50
No. 510	Stomper: FF Hand-Launched Glider has angular, 18-in. wing, DT.....	\$ 1.50
No. 511	F-16: CL ½A profile scale fighter spans 17 in., has tricycles landing gear.....	\$ 2.00
No. 512	Extra 230: RC Giant Scale aerobatic plane spans 8 ft., uses quadra engine. Two plan sheets.....	\$16.50
No. 513	Black Beauty: RC Slope-soaring racer has foam wing, 3-ch. RC, spans 114 in.....	\$ 7.50
No. 514	Henry T: RC Sportster for ½A, 2-3 channel RC spans 52 in., has adjustable wing flaps.....	\$ 4.75
No. 515	Westland Whirlwind: RC Sport Scale WW II twin-engine fighter for .10-size engines spans 55 in. Two plan sheets.....	\$11.50
No. 516	Envoy: CL Stunter for .40/.46 power spans 58 in.....	\$ 6.75
No. 517	Fake Ford: RC Sportster for three ½A engines, 3-ch. RC Spans 50 in. Two plan sheets.....	\$ 5.75
No. 518	Project P-13: FF Scale German WW II flying wing pusher/tractor for rubber power; spans 26 in.....	\$ 3.25
No. 519	Gee Bee R-1: CL Profile sport flier for .25 engines spans 36¼ in.....	\$ 4.75
No. 520	Flight Assistant: Wheeled flight box carries bats. Two plan sheets.....	\$11.50
No. 521	Comet Jr. Clipper Plus 35%: RC Old-Timer sportster for ½A engine, 2-ch. RC spans 48½ in.....	\$ 6.50
No. 522	Sorta Pitts: RC Reminder-scale biplane for .40/.60 engines spans 43 in. Two plan sheets.....	\$10.50
No. 523	Dawnwalker: FF Superlight Unlimited/Mahibill rubber-powered competition plane spans 42½ in.....	\$ 4.00
No. 524	Texas Rat: CL Another rugged version of the Midwest Sport Racer for .40 engines spans 24 in.....	\$ 2.75
No. 525	Hi-Tech 2002: RC Canard ducted-fan for .45 engines spans 39 in. Two sheets.....	\$10.00
No. 526	Ki-61 Hein: CL Mostly-cardboard sport-scale WW II Japanese fighter for .40 engine spans 60 in. Two plan sheets.....	\$11.50
No. 527	Miss R.J.: RC World Champion FAI Pylon Racer for .40 engines spans 51 in.....	\$ 5.50
No. 528	Swallow: RC Lightweight "hotdog" for .40-size four-stroke engines spans 58 in.....	\$ 8.25
No. 529	PBY Catalina: FF "Skinny Scale" for two CO-2 motors. Spans 32 in. All-sheet-balsa construction.....	\$ 3.25
No. 527	Tsunami: CL Profile scale ½A spans 21½ inches. All-sheet-balsa construction.....	\$ 2.25

future 20% maximum. However, very few of the multi-engined airplanes' flights were error-free, and their realism flight scores suffered badly from unsteadiness in roll and from altitude changes.

The RC flight line enjoyed large crowds of appreciative spectators, and applause for each well-done maneuver was common. Both Savoia Marchetti bombers dropped bombs, and Skip Mast's parachuted cargo drop from the Hercules always brought on an enthusiastic response from the crowd. Control of spectators was very good, and all had a clear view.

Our thanks to Narve Jensen and the Norwegian Aero Club for a well-run championships. Our thanks to Hazel Sig-Hester for generously supplying team shirts and jackets. Special thanks to the Mid Hudson RC Society for their financial support to the team fund.

Challenger/Kosticky

Continued from page 98

SAM contest on Grand Island, NY, and I decided to fly the Challenger there just for the fun of it. The day of the contest was absolutely gorgeous with a brilliant blue sky and "green thermals" everywhere. If you could get up to 400 ft. you had to work hard not to max out. I launched the Challenger with one of those sporadic engine runs that give .049s a bad name. After 5½ minutes never more than 200 ft. off the ground, the plane plopped down and pouted behind a clump of weeds. The second flight, with a slightly richer setting, saw the old Challenger spiraling down several times just to keep in sight and finally recording over 15 minutes—a tad of overkill for a 10-minute max. Boy was I a pain in the neck the rest of the day. If I had a dollar for every time I sniveled, "I could have won," I could retire. So much for fun—next year, serious!

Balanced as shown, the model flies great. I suspect that the center of gravity (CG) could be moved back some, but I haven't bothered. This plane is super for quiet evenings in the schoolyard and an all-out competitor that can surpass most in its class at any SAM meet.

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the ground effortlessly. Keep it at approximately half throttle at first; as with all models of this type, it shouldn't be flown continuously at full throttle.

Once the model is trimmed, put it through the paces. Quite a bit smaller than typical fluffy aircraft, you will not find it short on performance; Loops, Rolls, Spins, and Touch-and-Gos are sweet the easy way, or loop them if you like.

The big, thick wing slows as soon as the throttle is brought back, and the rudder remains positive at low speeds. To hand launch, pick the model up by the boom, open the throttle, and give it an underhand toss.

This last version really showed the benefits of keeping the weight down. It is 1.5 ounces lighter than the previous iterations. Vertical performance is now effortless, and it will slow to a crawl.

Several of the guys have flown the Game Tracker and found that it is nimble at low speeds and comfortable in close. The overall flight envelope is on par with the local crop of 3.5-pound, piped .32 contest machines.

I was pleased to extract this level of performance from a smaller package that is easier to transport than its larger cousins and comfortable within the confines of a baseball diamond. I have found the Game Tracker to be an ideal travel model and park flyer.

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Late Note: Later I installed a 270 mAh NiMH receiver pack from Batteries America. That took a full ounce off of the Game Tracker, putting it at 22 ounces. Very nice!

I have also been playing with some 25%-nitromethane helicopter fuel, getting 15,000 rpm with an 8 x 4 APC propeller from the bushed O.S. The performance is stunning, and this is probably the maximum power the airframe will handle. Although it easily beats the O.S. with a 7-inch propeller, my Norvel .15 will not turn up an 8-inch propeller this way on any fuel. MA

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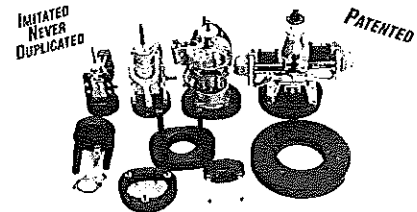
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