



# The Flightline



Volume 34, Issue 10

Newsletter of the Propstoppers RC Club

AMA 1042

October 2004

## ***Flying Field Affairs.***

Saturday the 4<sup>th</sup> of September was a black day for the Propstoppers. Within the space of a few hours we were told that our days were numbered for both of our flying fields.

First, we heard that the Moore family plans to expand their horse boarding business and would need "our" field to satisfy these plans. They have allowed us till the end of the year to vacate after 25 years of continuous use.

Then, within the space of a few hours, the farmer who had farmed "our" field at Sleighton told us that he had re-negotiated the lease on our field and that we should remove our things within a week. He further told us that in an annual inspection by the State officials indicated that the zoning for this land is agricultural and that recreation use was a violation.

Subsequently, Vice President, Dick Seiwel, has been in discussions with Elwyn personnel (they own Sleighton) to explore options for our use of alternate sites within the Sleighton property. They have not given us any positive indications at time of publication.

Furthermore, because of an unfortunate incident at Moore Field, our continued use through the

end of the year is subject to limitations. We may fly only electric powered airplanes controlled by experienced pilots.

*Keith Watson, President, and Dick Seiwel, Vice President*

## ***Editorial Comment on Fields***

So, by the end of the year we will have no fields. What are we doing to find one?

Following Black Saturday Vice President Dick Seiwel pursued a couple of leads but neither has panned out and there does not seem much hope that they will. So, when Keith asks for volunteers for a field search committee at the October meeting I hope every hand goes up.

Actually, people are already stepping up and offering to explore various leads or contacts that they have. Therefore, I believe what we need is a broad effort to seek out possible fields but organized in a way that we define our needs and coordinate our efforts.

I propose that we should prepare a document describing who we are and what we do and the various overarching factors, like the AMA insurance and safety code. We also need to define the ideal field in terms of overall size, strip and pits size and orientation.

Then, whether you like it or not, we are going to have to face the issue of gas power and electric power.

Of course we would like a field that allows all of our members to fly all of our models, but the fact is that noise has been and is an issue in field acquisition and retention.

Clubs that only allow silent flight are beginning to emerge; The Silent Knights of Delaware and the South Jersey Silent Flyers are two such regional clubs. Both of these clubs have County provided and maintained fields.

But it is a very difficult thing to seek fields while handling this factor. Do we only look for gas fields? Would we reject a silent-only field while searching for the ideal one? The key is surely a search committee that is well represented by the cross section of flyers.

For what its worth, I have done a cursory analysis of our membership, which currently stands at 64 including several juniors, (there are four inquiries that Keith has on hold).

As far as I know, a little over a half of our members have flown at least a few times this year. Of those that fly, a little less than half of them have not passed a conventional solo test.

This group includes most of our very active members who regularly fly. Almost all of them fly electrics, mostly small or very small airplanes. Park flyers have changed our hobby forever, and it is quite normal for people who fly these airplanes to do so at the local school field or park. Hopefully we can keep them in our fold.

Viewed another way, with almost half of our membership seemingly inactive, will we have enough resources to pursue a field and then fund the development of one should we get lucky?

Meanwhile, Dick Bartkowski has offered to organize our indoor flying activities this winter. Mike Black has made the request for use of the Tinicum School Gymnasium again and Dick will pursue the use of the Chester Salvation Army gym for Tuesday mornings and some Saturdays.

It's time to step up folks; the Propstoppers needs YOU!

*Dave Harding, Editor*

### ***Agenda for October 5<sup>th</sup> Meeting Marple Newtown Library, 7:30 pm***

- Approval of September meeting minutes
- Membership Report
- Finance Report
- Nominating Committee and Nominations
- Flying Field Issues
- Discuss Indoor Flying plans
- Show and Tell

### **INSIDE THIS ISSUE**

- 1 *Flying Field Affairs***
- 1 *Editorial Comment on Fields***
- 1 *September Meeting Agenda***
- 2 *Calendar***
- 3 *President's Message***
- 3 *Club Meeting Minutes***
- 4 *Propstoppers at the SAM Championships***
- 7 *Indoor Flying***

## Calendar of Events

### Club Meetings

Regular Meeting 7:30 pm  
Tuesday 5<sup>th</sup> October  
Marple Newtown Library

Tuesday Breakfast Meeting  
The Country Deli, Rt. 352 Glenn Mills  
9 till 10 am. Just show up.  
Flying afterwards, weather permitting

### Flying Events

### Regular Club Flying

#### At Moore Field

Daily 10 am til Dusk  
Saturday 10 am til Dusk  
Sunday 12 p.m. till Dusk

(Electrics 10am till Dusk)

Note; Flying must be done in accordance with the agreement forged by Vice President Dick Seiwel as a basis for remaining at Moore for the balance of the year.

Specifically, only electric powered airplanes flown by experienced pilots.

## Propstoppers RC Club of Delaware County, Pennsylvania. Club Officers

President Keith Watson  
(610)-543-5050 [kwwatson@comcast.net](mailto:kwwatson@comcast.net)

Vice President Dick Seiwel  
(610) 566-2698 [Reslawns@aol.com](mailto:Reslawns@aol.com)

Secretary Richard Bartkowski  
(610) 566-3950 [rbartkowski@comcast.net](mailto:rbartkowski@comcast.net)

Treasurer Al Gurewicz (610)-494-8759

Membership Chairman Ray Wopatek  
(610) 626-0732 [raywop@iuno.com](mailto:raywop@iuno.com)

Field Marshall Al Tamburro  
(610) 353-0556 [kaosal@webtv.net](mailto:kaosal@webtv.net)

Newsletter Editor Dave Harding  
(610)-872-1457 [davejean1@comcast.net](mailto:davejean1@comcast.net)  
4948 Jefferson Drive, Brookhaven, PA, 19015

Webmaster Bob Kuhn  
(610) 361-0999 [kuhnrd1606@kuhnfamily.com](mailto:kuhnrd1606@kuhnfamily.com)

Propstoppers Web Site; [www.propstoppers.org](http://www.propstoppers.org)  
Check the web site for back issues of the newsletter, pictures of club events and the calendar of future events.

*Material herein may be freely copied for personal use but shall not be reproduced for sale.*

## The President's Message

Dear Fellow Propstoppers,

As most of you have probably heard by now our club has suffered a major blow. Both of our field situations have changed. Sleighton School Field is now closed to the Propstopper's membership and Moore Field is to be closed at the end of this year. We are currently flying restricted to "electric planes only" at Moore field as the owners have requested.

With great effort Vice President - Richard Seiwel has tried to smooth over the problems that arose with the fields. The owners of the fields made their decisions and they were not in our favor. Those of you who continue to fly at Moore must be on our best behavior as we are permitted to stay on certain terms until the end of this year. "Flying within our boundaries" and "Experienced pilots only" or those on trainer cords are some major points that were brought up as restrictions.

Please attend our next meeting Oct 5<sup>th</sup> at Marple Public Library, as we need to pull our club's resources together to find and secure a new field that will suit our entire membership. Club nominations are this month and nominees for Club President and Treasurer positions are needed.

*Keith Watson, President*

## Minutes of the Meeting,

### 7<sup>th</sup> September 2004 at Marple Newtown Library

Vice President Dick Seiwel called the meeting to order at 7:30 p.m.

The roll call taken by membership chair Ray Wopatek showed 30 members and 1 guest present.

The treasurer's report was given by Treasurer Al Gurewicz and accepted by the membership.

Minutes of the August meeting as published in the newsletter were accepted by the membership.

#### Old Business:

President Keith Watson reminded all of the lock policy at Sleighton Field.

#### New Business:

President Keith Watson with the approval of the board appointed James Barrow as assistant treasurer.

He also reminded us that next month is the time for annual nominations for club officers. Keith said that he and treasurer Al Gurewitz would not be running for reelection. He asked the membership to consider service to the club or a nomination for one of the positions.

A nominating committee will begin looking for candidates.

Dick Seiwel announced that the Moore field lease would not be renewed for next year. The land will be converted to a larger horse operation.

Dick is also discussing the status of Sleighton field that is currently in negotiation.

There was a short break for coffee and discussion.

#### Show and Tell:

John Tripier showed a static model AVRO triplane from 1910.

Ed Goretzka showed a 1938 Elf Biplane built for electric RC. It has an AXI motor and Solite covering (shown here before the test flight at Moore).

*Ed Goretzka and Mick Harris at Moore Field on the test day for Ed's Elf*



Adjournment: The meeting was adjourned at 9:00 p.m.

*Dick Bartkowski, Secretary*

## *Propstoppers at the SAM Champs.*

The Champs are the biggest SAM competition of the year by far. The 2004 Champs were held again at the superb AMA site in Muncie. This is a full week of competition and other SAM activities concluding with the Awards Banquet.

Our crew consisted of Dick Bartkowski, Mick Harris and I. We drove out on Monday arriving in Muncie after the usual easy ten-hour trip in time to check out the late afternoon flying, check the weather and complete registration. Our first events were on Tuesday and we, Dick and I, planned to fly several events each day. Dick and I planned to fly all five electric events and I had several "gas" events too with the Lanzo Bomber and a late addition, a Trenton Terror I built for my "new" late-1940's Ohlsson 60 "Big Port" ignition engine.

All of these events are for duration, where the objective is to stay up for as long as possible, or to a maximum time. Some start with a limited motor run time, the Texaco events, with a limited amount of fuel (or battery capacity) that is used to exhaustion. All involve searching for thermals to extend the time with the exceptions where you have a model with sufficient performance to make the maximum time without them. In this case you must avoid sinking-air!

So on Tuesday morning our first event was the Electric Limited Motor Run where Dick and I used the same models we flew at the Electric Nationals a few weeks before. The rules are slightly different in SAM as you must use a battery that weighs less than 8 ounces and the run time is 90 seconds and you must ROG. In AMA competition the battery is any seven cells and the run time 60 seconds. This turned out to be important for me as my Stardust Special goes almost out of sight beyond 60 seconds and because it is not all that stable in the climb it can go awry. This it did on my first early morning still-air flight.

***Dick launches Dave's Stardust Special LMR on its ill fated first flight***



I cut off the motor at 60 seconds when I lost sight of the model and then saw it maneuver! Not to worry, I have a ten-minute capability from this height..... Well, usually I do. In the event the model came down near the ten-minute mark and I did all I could to milk it out. Now, the other requirement is that you land within the designated area and in the last gasp attempt to make the ten minutes my model landed at 9:59 and one foot out of bounds. Score a zero!

Dick says I should have been content with 9:58 in-bounds, but I was going for the Gold and usually the top five or so flyers max both heats. As it turns out, only one flyer maxed both rounds so, in retrospect, Dick's thoughts were on the money! Anyway, I was now clearly out of

contention so I flew my second flight and did even worse than the first.

Dick waited until later in the day and made two good flights with his trusty Pacer C, ending up in fourth place.

***Dave times Dick's Pacer C LMR on its first flight***



We then set about flying the Bomber with the pre-war Small-Port Ohlsson 60 ignition motor. The event was Texaco Ignition. The good guys get a twelve minute motor run on 24 cc's of fuel and I had been making some "improvements" to achieve somewhere near that. I had been bench running all the engines in the flight setup for a couple of weeks and although I had a good deal of difficulty I ended up testing well. However, I was not able to repeat the desired performance either in neither Ignition Texaco nor the next day's Glow event, where I flew with the Irvine 40 diesel. There are so many little things that you have to get right to be competitive and I really had not spent enough time getting them down. Not to worry, I was flying the gas events for grins. So, the Bomber flights were brief and well out of the money.

***Dave's Lanzo Bomber with Ohlsson 60 ignition in Texaco takeoff***



Wednesday's events started with Spirit of SAM, a Texaco type event for small Old Timer rubber models powered by electric motors and using a battery that cannot weigh more than 1 1/2 ounces. There were nine entries and the event was flown as a mass launch; all models were launched at about the same time. I had a very competitive model that had done times of twenty

minutes in flights in still air at Moore and Sleighton. Dick had a similarly competitive model, a Skyrocket, built by Mick. The weather at Muncie was windy and this is a problem with these lightly loaded models. Last year my flight was significantly reduced by the necessity of diving into the wind to maintain position over the landing area. This year I was prepared to add ballast appropriate to the wind speed, just like the glider-guiders do. At launch my model climbed steeply and fell back downwind over my head where I lost orientation and over controlled it. First onto its back, then vertically into the ground right in front of my feet! Scratch one model and event!

*Dave's Spirit of SAM takeoff in the mass launch*



Dick launched just after me and made a fine flight although his model was affected by the wind and he was very lucky to land within bounds after flying with full down trim for a while. Several others had the whole thing figured out so again we were out of the money.

*Dick's Spirit of SAM takeoff. Note Dave's smashed model at his feet*



Some time before the Champs I had considered the other events for which I could equip the Bomber and one of them seemed to be the Ohlsson Side Port. In this event you must use an original Ohlsson side port ignition motor in an un-scaled Antique airplane. Antique is prior to 1938. I acquired a Big Port Ohlsson 60 and began to prepare it for the Bomber. However, a short while prior to the Champs I began to think about what an airplane needed to be competitive for this event and concluded that it should be much smaller than the Bomber. I decided that the Trenton Terror would be an ideal choice and since Mick and Dick had both built various version of it there was a plan available. So I quickly built a full-scale version, which is 72-inch span.

We had not run this motor before although I had it prepared by Don Blackburn, one of the top tuners, and he

had run it. Nor had we checked out the ignition system, or anything else in the airplane, it was brand new. Initial attempts to start it met with little encouragement so Dick and Mick set about trouble shooting the whole thing.



*Setting the Ohlsson Big Port in Dave's Trenton Terror LER*

Dick found a broken resistor in the HT lead and when we installed a new one the motor ran great. So well, in fact, that the first flight, in high winds, was for a max. Although I was ridge surfing off the parking lot edge at the end.



*Trenton Terror LER on its first takeoff for a perfect flight*

The next flight was poor as the motor vibrated and fuel spilled from the fuel filler as it was launched. The third flight was even worse and it was then I noticed that the landing gear bolts had fallen out! The L/G stiffens the whole front end so without the bolts the motor was not rigidly held. Oh well, more lessons learned in the field. I am not so sure that I need to learn these gas model lessons though!

In the Texaco Glow event, I made the aforementioned poor flight with the Bomber which landed well enough in the field, but the high winds picked it up and dropped it on its back before we could get to it. Strike one Bomber, as the polyhedral wing took the brunt of the impact and broke in several places!

Thursday was our big day and it began with a weather forecast of rain and thunderstorms from a front that was due to pass through during the day. Our key event was to be Electric Texaco, the event I won last year. Although my last year's model was still super competitive I realized that the smaller model I used to win the AMA Electric Nats  $\frac{1}{2}$  A Texaco could be fitted with the SAM battery pack and a small brushless motor. Dick did something similar with his trusty Trenton Terror but he used a \$5 Speed 400

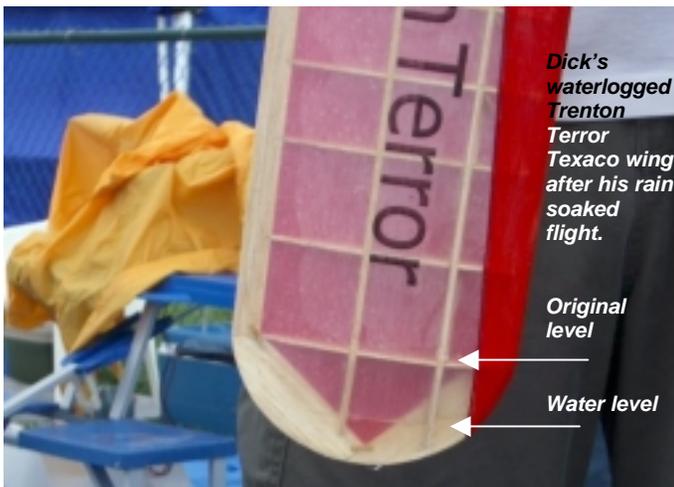
motor. Both models had very low power and we practiced ROG takeoffs from the parking lot in our local schoolyard before packing for the Champs (at Muncie we takeoff from pavement). I had made a practice flight of 92 minutes and Dick nearly an hour, with energy to spare.

In the morning the weather was indeed threatening but since it wasn't forecast to improve we both launched anyway as our models did well in still air and thermals were not required for us to make competitive times. Within fifteen minutes it began to rain, light at first then heavily. We both hung-in but as the rain increased in intensity we sought shelter under our canopy, flying the models by peeking out around the edges, not entirely out of the deluge.



*Dave and Dick shelter from the rain during their Texaco flights*

Dick's model began to handle badly and it was obvious he was coming down. His time was 36 minutes and as the model seemed to be heavy he weighed it and found it to be three ounces heavier than when he took off! The wing, when tipped on its side, contained two inches of standing water.



*Dick's waterlogged Trenton Terror Texaco wing after his rain soaked flight.*

*Original level*  
*Water level*

My film covering and the taping of gaps and cracks that I did for aerodynamic clean up kept my model dry and as the rain abated I was able to land with a flight of 76 minutes.



*End of the winning 76 minute Electric Texaco flight.*

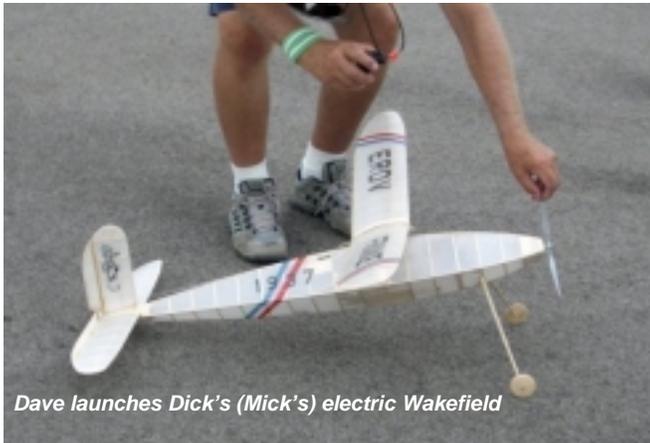
We made these flights early as we had the Electric Wakefield event to fly and high winds were again forecast for the afternoon. However, other Texaco flyers took advantage of the improving weather too and it was not clear if we would need to fly our second flights. Meanwhile we had to fly the next event; Electric Wakefield.

This event is for speed 300 powered full-scale Wakefield rubber models with seven NiCad cells. Motor run time is limited to 60 seconds and the maximum is five minutes. My 1939 Jack North Wakefield took second place last year and I had practiced with it at Sleighton and Moore fields where performance was excellent. Takeoff was fine but at about 100 feet the motor shut off and when the nose dropped the wing folded. It seemed like a complete radio failure. I noticed some moisture inside the receiver shrink-wrap in the debris, but I really can't say what actually caused the problem. Strike two models (and three events as I planned to fly the Wakefield in two).



*Dave's ill fated Wakefield takeoff.*

Dick flew a fine model of Fillon's 1937 Wakefield Cup winner that Mick had made for the event. There was a similar model hanging in the entrance foyer of the AMA Administrative building, but of course it was an original rubber powered version. As Mick's model was somewhat heavy the performance margin was slimmer and Dick needed to find some lift to make the max.



*Dave launches Dick's (Mick's) electric Wakefield*

But in the high winds, his first flight was only fair. The second flight gave all kinds of problems, as it seemed that the model had gone off trim. It landed heavily after aborting the climb for an attempt (you get a couple of attempts to make the good flights). Further examination seemed to indicate his transmitter had acquired an offset command in the rudder channel, maybe as a result of the soaking it got in the earlier flight. Meanwhile, the model had become damaged in the hard landing and quite a bit of structure needed fixing if Dick was to fly again. Mick to the rescue and he spent a couple of hours fitting the bits together with CA. The result was, of course, and excellent fix, almost like new, so Dick could make his final Wakefield flight. But not before he fixed his radio. Reprogramming from scratch solved whatever was wrong with it.

During the middle part of the day we had flown the second set of Trenton Terror / Ohlsson flights in "Pure Antique" but engine troubles increased with time and in any case this model was well outclassed in this event, which is won models fitted with well tuned McCoy 60's, like the one Bob Crowell owns, although his is a glow version. More lessons learned in gas model competition!

Then, Dick decided to fly his second Texaco attempt as he could clearly improve on his first and move up in the standings. I also prepared to do so as some of the top flyers were out surfing thermals in the late afternoon sky and my first place was in jeopardy.

Dick substantially improved his time and placed fourth. I waited as long as I could, as the ultimate Electric Champion, Jay Burkhart, was up there, milking what ever lift he could find. I could wait no longer if I was to complete a second, better flight but as I went out to fly Jay came down with a time of one hour and one second for third place. So, I won for the second year in a row, however, this year the Electric Texaco event was not part of the overall Texaco Championship, so I didn't get the big trophy.

Finally, after time was declared for the day Dick made his second Wakefield flight finishing down the order in fifth. The CD allowed the flight because of the frequency conflict that prevented him from making it earlier.

After the event the sponsor, Ed. Shilen, asked for a photo of the contestants, most of them had left but we did get this fine picture. Ed. Shilen is a manufacturer of reproduction ignition engines, but he likes the appearance of Old Time rubber models so elected to sponsor this and another event as well as contributing an excellent perpetual trophy for the overall Electric Champion.



*Ed. Shilen, center, with three electric Wakefield models. Ed sponsors this event.*

Friday's forecast was for high winds and we had only one event remaining; Unlimited Rubber, electric powered limited motor run event. This one using speed 400 motors and Old Time rubber models scaled to any size. Dick had a bigger Skyrocket for this event; it proved to have competitive performance in test flying at Moore Field, but not in weather like this. As we waited Dick suggested that I fly the Fillon Wakefield since my model was destroyed. So we waited for the wind to abate, as the weather forecast suggested it would. Well, from 17 mph in the morning to 20 mph at noon, it was forecast to reduce to 17 mph again by four pm! We measured winds of over 20 mph as model after model crashed in flight or on landing. Dick set a decision time of 2:15 and as I was still measuring winds of over 20 mph we called it a day. Mick went to discard some trash from lunch and found the trash bin full of broken models.

Friday evening saw the Awards Banquet that is very well attended. This year it was held in Muncie's fine new Horizon Convention Center. This new building is an extension to one of the fine old Downtown buildings where the original facade has been preserved but the interior completely redone. The banquet is a grand affair as these, mostly "original" Old Timer flyers gather to celebrate their hobby and each other.

One of the touching moments is the recognition of those who have departed during the year and the Master of Arms reads the role to the assembly.

All in all, we had a great time. Good results and bad results but great company in a fine facility so the ten-hour return drive, in the sun but under the edge of Ivan's reach was a chance to mellow out for one more day.

Next year is Las Vegas and we are already figuring out how to transport our models, and we plan to bring our wives too!



*Ohlsson 60 ignition powered 1937 Trenton Terror; a classic Old Timer.*

*Dave Harding*

## Indoor Flying

With a little luck and effort we should be able to secure a number of dates to fly indoors this winter. Mike Black has requested a series of monthly dates at the Tincum School where we have flown for the last several years, and I will explore the continued use of the Chester Salvation Army gym.



*Propstoppers at a Tincum School indoor session*

We have used the SA for a number of dates following the regular Tuesday breakfast meeting with the support of the former Commander, Tim Clarke. As a quid pro quo, we supported a Delta Dart building and flying session with a group of home schooled kids. Now the Clarks have moved to Estonia so we are trying to establish a relationship with the new leaders.

In addition to these dates several clubs in the area also host indoor meets including the Silent Knights of Delaware, who have held meetings in Wilmington. So, there will probably be enough meets to make the construction of one or more indoor models fruitful.

We fly all kinds of models from simple freeflight hand launch gliders almost as simple freeflight scale electrics all the way up to RC scale, aerobats and helicopters. There are a number of modelers with the skills and patience to help you with something new so why not give it a try.



*Guest Scott Thompson with the sure fier indoor RC electric free flight model we offer as a kit to the Propstoppers members*

Tell you what; we are going to make it easy for you. Dave Harding and I are preparing a set of kits for a very successful foam freeflight pusher electric. Several people with varying skills have built this model, shown above, and all of them have flown beautifully. They are durable too.

This is a friend of Dave's grandsons, Scott Thompson. Scott built this model in a couple of hours at Dave's house then had a ball flying it in the Tincum gym. We will have the kits ready by the November meeting so put your order in, these will not last long.

On the other hand you might want to build an ARF. The GWS LiteStik and its variants are very popular for beginning RC and several members have them. The gear you buy for them can be used in a wide variety of models, indoor and out.



*Vice President, Dick Seiwel with his J-3 Stick variant of the GWS LiteStik.*

The IFO is an immensely popular and successful indoor aerobat and many members have built them. See the picture of the model and its designer on the back cover.

Then there are the scale kits that SIG and others sell. Here is Mick Harris's Bleriot XI, a magic flyer.



*Mick Harris's SIG Bleriot XI RC indoor model*

Indoor miniature electric powered helicopters are among the fastest growing areas of our sport. Many different models are available and you know when you are on to something good when the mass producers begin to copy something. So it is with the small helicopters, but make sure you buy a good one.

Then there is the move towards really small RC stuff. How about a four-gram model? The sky is still the limit in aviation and indoor models may well be the leading edge of development. Come on out and fly with us.

**Dick Bartkowski**

Dave Harding – Editor  
 4948 Jefferson Drive  
 Brookhaven, Pa. 19015  
 610-872-1457

# Propstoppers R.C. M.A.C

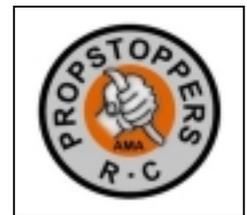
*The Indoor Season is Upon Us.  
 Propstoppers fly indoors in the Tinicum  
 School Gym*



## Propstoppers Logo Shirts Order Form

Please list the number of shirts desired next to the size.

SM. \_\_\_\_\_ @ \$25.00ea. = \_\_\_\_\_  
 MD. \_\_\_\_\_ @ \$25.00ea. = \_\_\_\_\_  
 LG. \_\_\_\_\_ @ \$25.00ea. = \_\_\_\_\_  
 XL. \_\_\_\_\_ @ \$25.00ea. = \_\_\_\_\_  
 XXL. \_\_\_\_\_ @ \$26.50ea. = \_\_\_\_\_  
 XXXL. \_\_\_\_\_ @ \$26.50 ea = \_\_\_\_\_  
 Total = \_\_\_\_\_



The shirts are polo-type - pre-shrunk cotton (gray in color) with the Propstoppers Logo embroidered on the left side.

Name: \_\_\_\_\_ (first/last) Phone #: \_\_\_\_\_

Please make Checks/Money Orders out to: Keith Watson.

### *Stop Press;*

***As of this time,  
 no inputs have  
 been received  
 on candidates  
 for the office of  
 President.***

***We need a  
 volunteer, now.***

*"IFO" Dan Kreigh  
 with his creation at  
 the Pasadena IMS  
 Show*



## **Brandywine Hobby**

**We Carry over 9000 Airplane Items in Stock**

**Discounted Sales Prices / No Sales Tax**

**Mon, Tue, Thu 9am-7pm  
 Fri, Sat 9 am-1pm  
 Wed, Sun Closed**

**1918 Zebley Road  
 Wilmington, De  
 Call for Directions  
 (302) 475-8812**