

# MAAC'S ZONE B NEWSLETTER.

Take off is optional  
but landing is mandatory.

ISSUE NO.6

APRIL 2012.

## LEAD STORY HEADLINE

Hi again everybody, top news this time has to be the appointment of our Zone Director to the MAAC's board of Director's Executive, congrats Regis, I'm sure everybody agrees that you will be a great asset to the board.

Yep, spring is here, you can feel it in the thumbs and the skin, need some castor oil, you electric people don't know what you are missing, but you can do as I do, I just rub some on my buddy Jim to keep him honest, ha, ha.

My call for some input got some response, and we will have a couple of articles in this issue, so keep it coming, thanks guys.

The time has come to take your batteries and cycle and charge them to get ready for the up coming season. Don't forget to remove your tank and replace the fuel line and clunk line, check all the hinges for looseness, and do an external and internal check for anything that should be fasten down.

That brings me to another issue, keeping a simple check list, more inside this issue.

Back in the February issue I forgot to enter Atlantic Society of Radio Control Modellers website, so be sure to check out their site at:

<http://www.asrcm.ns.ca/index.html>

And their forum:

<http://www.asrcm.ns.ca/cgi-bin/yabb2/YaBB.pl>

A lot of work goes into making something like that, great site guys, good way to keep the members in touch with each other.

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**Don't forget Valley Gathering, APRIL 14<sup>TH</sup>.**

[http://www.wingsofwellington.org/valleygathering\\_new.htm](http://www.wingsofwellington.org/valleygathering_new.htm)

Notice to all flyers – bring a pair of indoor shoes – outdoor footwear cannot be worn on the field!

LOCATION: Kentville NS – Indoor Soccer Stadium – [www.valleyindoorsoccer.com/directions.asp](http://www.valleyindoorsoccer.com/directions.asp) – Take exit 14 on Highway 101 to Route 1. Turn right (east) at stop sign by former Pine Hill hotel (burned down). Head towards Kentville. Field is on left about 3.6 km along.

Flying Hours: 9:30 AM to 4 PM.

Swap Shop Hours: 9:30 AM to 4 PM.

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- NEW TOOL FOR THE ZONE.**
- A PLACE TO LET US ALL GET TO KNOW EACH OTHER.
  - A PLACE TO SHARE YOUR POINTS.
  - TIPS.
  - ARTICLES.
  - PLANS.
  - EVENTS
  - WHAT-EVER

Here is some pictures from Labrador, hardy boys.



# ZONE B NEWSLETTER

## CLUB NEWS.

### Al Eastman.

#### Atlantic Society of Radio Control Modellers.

<http://www.asrcm.ns.ca/index.html>

The days of hiding away in the basement during the winter with little or no flying are definitely over. Indoor flying with micro and foamy airplanes has grown in leaps and bounds and nowhere more so than in Nova Scotia.

Several members of our ASRCM club have been travelling to various indoor events for the past several years and thoroughly enjoying all of them.

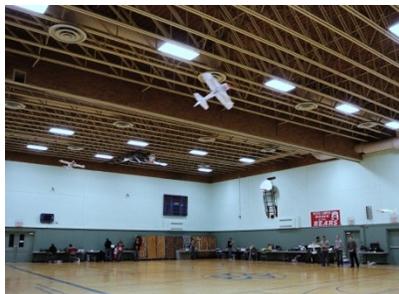
I recently acquired a new Nikon (*Keep sending them inn Al.*) and have produced a number of videos shot at our own ASRM indoor, the Northumberland Modellers indoor in New Glasgow and also one from the Truro gathering. **Check my YouTube channel with the username flyer1024.**

In addition to our ASRCM indoor at the Hants East Rural High School and the Northumberland Modellers meet at the Nova Scotia Community College in Stellarton, there have been weekly indoors at Douglas Street School in Truro and at the soccer dome in New Minas. Others have been held at gymnasiums in Greenwood and in Amherst.

Some photos of recent indoor meets.



Paul Sinnis and Mike Notley of the Northumberland Modellers club in New Glasgow ready their combat foam planes for another round. Note the extensive use of ca for repairs.



The Northumberland Modellers have a new 10000 square foot venue at the Nova Scotia Community College in Stellarton. Awesome gymnasium!



ASRCM club member Richard Ramsay flies his new micro quad at the club's indoor at the East Hants Rural High School. The micro quads became an immediate hit as did many of the other micro offerings.



ASRCM club members on the flight line during their weekly indoor at the Hants East Rural High School in Milford, Nova Scotia.

A big thank you goes out to Al for submitting this.

## ZONE B NEWSLETTER

### CLUB NEWS.

#### Saint John Model Flying club.

Saint John Model Flying club had their annual Spring Mall Show at McAllister Place. We set up at Thursday evening, run all day Friday, and shut down at 7 PM Saturday, and it was a great success, we also sold tickets on a Trainer complete with all included, plus promise of training to learn how to fly. A great way to get new members. Great support from all the club members in the manning, and super job by Bob Kennedy for his coordination of the event. We also build around 230 gliders for the kids, and 230 smiling faces was our reward, great PR for the club, you should try it. The glider we made is the one that was in the NL back in January.

The kids on the Flight simulator, super attraction.



#### HEFA GROUND SCHOOL FOAM PLANE SCRATCH BUILD PROJECT.

HEFA Ground School was putting on a series of classes by Vic Ruzgys whereby participants would build a foam airplane from scratch to finish, over 4 - 6 weeks.

For complete directions and pictures, go to their forum to see all the good stuff. "HGS Foam Plane Scratch Build Project-Classes # 3, 4, 5, 6..."

<http://www.halifaxelectricflyers.com/Forums/viewtopic.php?f=26&t=2240&start=0>



#### And here is Vic:

I've designed a low-cost, foamy slow-flyer for indoor and backyard flying. It is constructed 95% out of Dollarama foam board with the paper removed. At \$1.25 a sheet, it beats the



heck out of over-priced, and significantly heavier, 6 mm Depron. What makes this material so awesome is that a technique has been discovered to incredibly easily remove the paper while leaving a surface finish that is almost too perfect to believe! I can't take the

credit for this amazing discovery, because it was one of our members, Steve Ryan, who made that discovery. peeling off the paper cuts the weight in half as previously discussed. I just completed my L-4 prototype No. II. The AUW RTF came in at right around 4.0 oz, giving a wing loading of only 3.2 oz/sq ft! I have to say I'm pretty happy about that. I will see how it flies, but I expect, with this low a wing loading for a 36" plane, for it to be a very slow, indoor-friendly flyer. I was able to test fly my latest version of the Piper L-4 and I have to say, I was very pleased! The plane flew perfectly from the first take-off, with barely any trimming required. It can fly very slowly and turn very tightly, so will have no problem in any of our typical indoor spaces, and with the 10 gram motor will have plenty of excess power to eas-

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ily handle outdoor flying in light winds. The stall is incredibly gentle with no hint of wing drop. I even managed a few loops.



Well, the class of the Foamy Scratch-building Seminar was a great success! The ten participants in attendance made good progress on their projects, with ten Cub/L-4 nearly completed. Although the group is comprised



of people with a wide range of building experience, from none to substantial, everyone did a great job and had some fun, to boot. I really think the scratch-building seminars have been going well and everyone is doing a great job on their models .



And yes, thanks to Brian for providing his awesome facility for our continued use (and to his employee, Robert, for patiently waiting for us to finish up each seminar night!). Vic Ruzgys.



And yes, thanks to Brian for providing his awesome facility for our continued use (and to his employee, Robert, for patiently waiting for us to finish up each seminar night!). Vic Ruzgys.

**This little note from John.**

*The enthusiasm I have seen amongst the people in this course has been very encouraging and I am sure it will lead to more people taking a chance to build their own designs. Many thanks to Vic for his very well developed course. John.*



Here's Gary just winging it:



Steve and Pat too busy for the

paparazzi:



Scratch building is Fun!



Rick's got John almost convinced he knows what he's doing.

## YOUR CHECKLIST.

This article by [www.RCadvisor.com](http://www.RCadvisor.com)

### Human Fallibility

Have you driven to the field, only to realize later that you left an important piece of gear at home? Have you taken off and then remembered that you skipped an important step in your preflight? Did your nervousness before a maiden flight doomed it to failure? Have you gotten excited on a contest day and forgotten to do something you had never forgotten to do before? I have. We all have. We are human and we are fallible. We make mistakes all the time. Our brains are wired for creativity and for exploration, not for paying attention to boring details. Human memory and judgment are flawed, specially under stressful situations. The more distracted and pressed for time you are, and the more complex the task, the more likely we are to make mistakes. Even if we have the knowledge, it can be a challenge to apply it correctly and consistently every single time.

### Checklists

Checklists are a way of coping with complexity. I know. Checklists are not sexy. They are not fun. Any idiot can preflight a model airplane, or so you say. I am sure you feel it is a matter of pride to go through and remember every step required. If you think reading from a checklist is silly, forgetting an important step is even sillier. Trust me on that one. A checklist is not a comprehensive how-to guide. A checklist is a quick and simple tool designed to help experienced RC pilots. Using a checklist is not dumbing things down, but rather being systematic. They are a way of building your confidence level when you are nervous or distracted, like right before a maiden flight or a contest. A checklist is not a formula for success. It is just a tool that lets you be as good as you can be every time. A checklist improves the outcome without an increase in skill level. Think of a checklist as a complement to your experience. They let you easily take care of the routine steps so you can focus on what really matters.

### Good Checklists.

Good checklists are precise, efficient, and easy to use even in stressful situations. They do not try and spell out everything. They should only try and provide reminders of the most critical and important steps. Above all else, they need to be practical! Keep checklists short and to the point. Do not bother writing down obvious steps that you are unlikely to forget to do. Also, the longer the checklist the less likely you are to follow it. Write them using action verbs. Do not write down "throttle". That is ambiguous. What are you really trying to say? Similarly, writing down "check throttle" is equally ambiguous. A much better step on the checklist would be "Throttle Off". Clear and simple.

### Your Checklists

A checklist will be much more effective if it is tailor made to your specific personal needs. You know what steps you need to carry out. You know better than anyone else what steps you need to be reminded of. I prefer the so called "Do, confirm" checklist review system. Do the steps first, then confirm that they were carried out by reading the checklist. This system works best for tailor made checklists. The other system for going over a checklist is called the "read, do" style. In this system, you read each checklist item right before you do it. This can be slower, but is easier to modify on the fly. Keep a checklist to between 5 and 9 items. Focus on the most important items. The ones that are most harmful if skipped but are still possible to skip in error. Use uppercase and lowercase letters for ease of reading. Keep it simple and easy to read. Do not overuse color coding. Checklists need to be tested and revised based on the test results. Put a revision date on it. You will never get them right on the first try.

Click on the Checklist to read some more.



## ZONE B NEWSLETTER

### HOBBY SHOPS IN OUR ZONE.

NEW BRUNSWICK	NOVA SCOTIA	NEWFOUNDLAND AND LABRADOR	PRINCE EDWARD ISLAND
<p><b><u>Pro Line Hobbies</u></b> Chris Gabriel Saint John, New Brunswick 506-639-9131</p>	<p><b><u>Maritime Hobbies and Craft</u></b> <a href="http://www.maritimehobbies.com">www.maritimehobbies.com</a> 1521 Grafton St. Halifax, Nova Scotia, B3J 2B9 902-423-8870</p> <hr/> <p><b><u>R/C Wings &amp; Wheels</u></b> <a href="http://www.rcwings.com">www.rcwings.com</a> 490 Rte. 325 Blockhouse, Nova Scotia 902-624-9519</p>	<p><b><u>Signal Hobbies.</u></b> <a href="http://www.signalhobbies.com">www.signalhobbies.com</a></p> <p>36 Pearson, St. John's, NL A1A 3R1 709-722-7021</p> <hr/>	<p><b><u>Great Hobbies.</u></b> <a href="http://www.greathobbies.com">www.greathobbies.com</a></p> <p>Stratford, Prince Edward Island. 902-569-5373. 1-800-839-3262.</p>

### SANCTIONED AND OR PLANNED EVENTS IN THE ZONE

#### **The Wings of Wellington**

The Wings of Wellington is very pleased to once again be hosting the Valley Gathering. The event will include a swap shop, education sessions, Demo Flying, and day of indoor flying. All indoor electric AC welcome – Helicopters to 450 size. Speakers on a variety of RC related topics (TBA - Electrics and Helicopters for sure) will give interested attendees a chance to mix some flying and learning on the same day. Also – as a second record attempt, let's see if we can get more 2.4 GHZ aircraft in the air at one time than those folks in Moncton. This year's Gathering is dedicated to Duncan Burton who we lost this past flying season.

LOCATION Kentville NS – Indoor Soccer Stadium – [www.valleyindoorsoccer.com/directions.asp](http://www.valleyindoorsoccer.com/directions.asp) – Take exit 14 on Highway 101 to Route 1. Turn right (east) at stop sign by former Pine Hill hotel.. Head towards Kentville. Field is on left about 3.6 km along.

**April 14, 2012**

Flying Hours: 9:30 AM to 4 PM.

Swap Shop Hours: 9:30 AM to 4 PM.

This is a MAAC sanctioned event. MAAC membership is required to fly.

*Notice to all flyers – bring a pair of indoor shoes – outdoor footwear cannot be worn on the field!*

[http://www.maac.ca/events/event\\_details.php?eid=3272](http://www.maac.ca/events/event_details.php?eid=3272)  
[http://www.wingsofwellington.org/valleygathering\\_new.htm](http://www.wingsofwellington.org/valleygathering_new.htm)

#### **\$1000 in Prizes**

**(We have a lot of prizes this year! Many thanks to our sponsors!)**

#### **SCHEDULE AT A GLANCE**

**9:30 to 4:00 Pm - Flying and Swap Shop**

**10:00 - Painting your Aircraft – How to make it one of a kind! Mike Boulanger will cover;**

Airbrushes and Paint guns, Material selection, Masking and taping, Where to start – procedure, Walk through painting, Plastic vs. Fibreglass.

**11:00 - MAAC Blades Program**

**Murray Latter and Jeremy Dann will present the MAAC blades program**

Earn you Helicopter wings!

**11:30 - Helicopter Q and A**

**Colin Bell will be hosting this one hour interactive session**

Bring your questions – what do you want to know about helicopters?

**1:15 - What to do with the electronics when the park flyers is no more?**

**Build your own foamy!**

**Al and Jon Eastman will cover;**

Rescue all those useful electronics from a damaged ARF.

Making good use of them in a simple foamy you build yourself.

**2:30 – Mass Launch**

**2:45 – Prize Draw.**

# ZONE B NEWSLETTER

## SANCTIONED AND OR PLANNED EVENTS IN THE ZONE AND SOME TIPS.

### April 28, 2012. Wings of Wellington R/C Club.

#### -- New Minas spring Mall show

The wings of Wellington RC Aircraft club is pleased to be participating in the 2012 County fair mall spring mall show we will have a great deal of RC model planes and helicopters on display as well as a 40" wide screen 3D High def flight simulator so please come out for a day of fun and fellowship and try your hand at flying on the simulator . and also check out some of the other displays while you are there .

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### May 26, 2012 - 2 days -- AVON RC FLYER'S

#### -- East Coast Heli Contest and Funfly

Come join us at the AVON r/c flying site for two days of helicopter flying. The contest will be held Saturday morning. Open flying will begin around noon and continue through to Sunday. BBQ food, lots of prize give-aways, great people, open night flying. Competition is not required - you're more than welcome to just enjoy the fun fly. Visit our face book page for more info. <http://www.facebook.com/#!/groups/265845093457530/> <http://www.avonflyers.ns.ca/index.htm>

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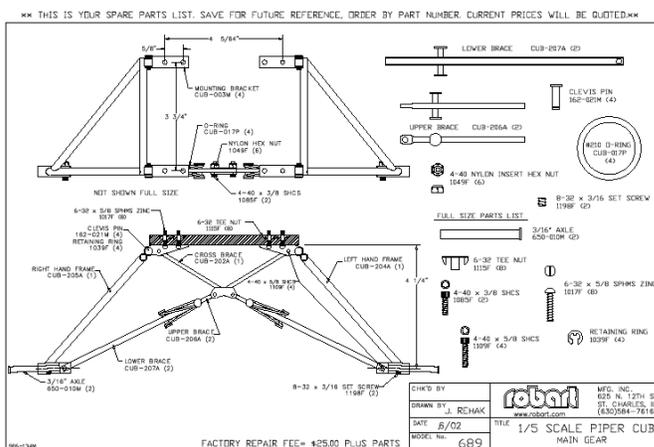
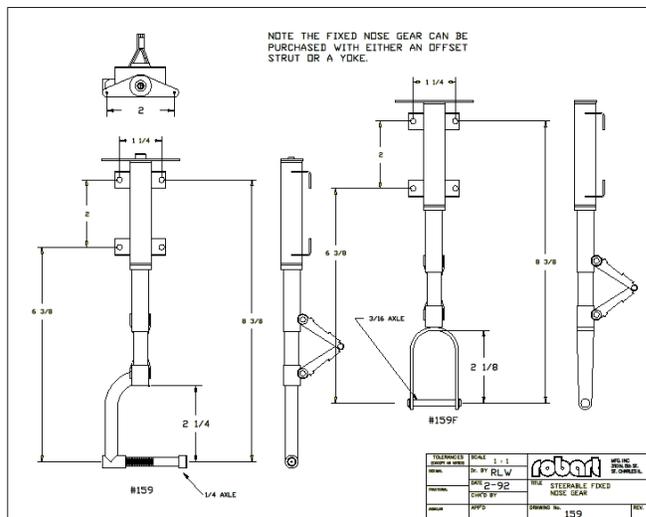
### June 2, 2012 - 1 day -- FREDERICTON MODEL AIRCRAFT CLUB

#### -- FMAC Annual Mactaquac Float Fly

The Fredericton Model Aircraft Club will be holding its Annual Mactaquac Float Fly at Campers Beach on Saturday 2 June 2012 from 9:00 am to 4:00 pm. There is a \$5.00 registration fee (includes a burger & drink). A MAAC or AMA Membership is required. Contact John Gillanders at: 506 457-4492, e-mail [jgil-lan628@bellaliant.net](mailto:jgil-lan628@bellaliant.net) or for directions check our FMAC web site at: [www.frederictonmodelaircraftclub.com](http://www.frederictonmodelaircraftclub.com)

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***The rest of the events are on MAAC's Web-site. We are only going to list 2 Month's ahead in the News Letter, as the summer and flying season will be in full swing, and too easy for me to forget someone.***



### Working Heat Treated Music Wire By: Roy Vaillancourt

The music wire that we use for landing gear and cabane struts is medium carbon steel that has been heat-treated to a spring temper. It is generally very useful to us in this form. Spring temper defines a metal hardness that, if measured on the Rockwell hardness scale, would be about Rc 45. At this temper steel is referred to as being in the "tough" hardness range, with a Rc 20 being considered soft and Rc 60 being considered hard. When in the tough temper state wire can be worked, but not as easily as if it were soft. In this tough condition it can be bent and cut using the proper tools and techniques, however, sometimes this tough state is just too tough for us... To work steel more easily we can heat it up, and as it

## TIPS

heats it becomes softer. While in this softer state we can bend it the way we need it. After we have bent or formed the wire it may cool at an uncontrolled rate. This cooling rate is directly responsible for the hardness of the wire after it is formed. As a result the finished part may be much softer (or harder) than its previous state. Now for some parts that's ok... but for landing gear we just can't leave it in the soft state because on the very first landing the wire would simply bend and not "spring back" to its original position or shape. If we left it in a hard state the next landing would snap the wire. So, to return the steel to its springy condition we must restore that specific spring temper by heat treating the appropriate area.

The steps that should be taken in order to form wire more easily would be to first anneal it (that is to soften it), form or bend to desired shape and then re-heat treat the part back to the spring condition. First the wire should be annealed at the location to be bent. To anneal heat your wire with a torch until it becomes a bright cherry red (this colour represents about 1400 degrees F). Let the wire cool completely to the touch. Don't quench it or blow air on it. Just let it cool naturally away from any drafts. The wire should now be in the Rc 25 range. This is considered soft and you will find the wire bends very easily at this hardness. After forming, once again heat your wire with a torch until it becomes the bright cherry red but this time "quench" (rapidly cool) in room temperature water. When plunging the steel into water, do it with a twisting swirling motion to prevent water vapour from insulating the wire from the coolant action of the water. This will insure that a more even quench is therefore obtained.

At this point the wire should be very hard... probably above Rc 60. To test whether this is so attempt to file a mark on the super-hard area. The file should slide off without cutting into the steel at all. If, however, it does not slide off but cuts, you did not heat and quench properly or you do not have high carbon steel... Try the heat and quench cycle again. If your file still cuts then you definitely don't have high carbon steel.... So get another piece of wire and start over because you will not be able to add the necessary carbon to low-carbon steel. If you are successful in getting it very hard do not try to use the wire while it is in this very hard state. It is quite brittle and will snap off. The next step is to temper the wire back to the desired hardness. Tempering is a form of annealing but is controlled so that the steel "stops" at a specific hardness. Start by shinning the wire with steel wool or emery cloth. Then heat it up gradually using the torch and watching for the following colours as a guide: The first colour will be straw (350 degrees), followed by a dark blue (600 degrees), which is followed by a medium blue (750 degrees). At this point remove the wire from the heat source and allow it to cool slowly. DO NOT QUENCH IT OR

BLOW ON IT! Just let it stand to cool on its own at room temperature away from any drafts. Once the steel returns to room temperature it should be at the target Rc 45 hardness, which is a good spring temper. Perform the file test again. You should be able to make a mark now.... But with some effort. If it passes this test you have tempered your wire to the proper degree. Good luck!

Tempered music wire can also make great special purpose tools. Instead of tempering to the 750 degrees, stop at the straw colour stage and you'll have the wire at about Rc 60; it is still very hard, but not so brittle. Wire at this temper makes great drills for wood and plastics and most Aluminium and Copper.

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*A few websites to look at.*

The Pensacola Free Flight Team. An excellent site for those of you that enjoys free flight, and for all others to learn some basic modeling.

<http://www.pensacolafreeflight.org/index.html>

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Magnetic Building boards, also lots of other great info.

[http://www.airfieldmodels.com/information\\_source/how\\_to\\_articles\\_for\\_model\\_builders/tools/magnetic\\_building\\_board/index.htm](http://www.airfieldmodels.com/information_source/how_to_articles_for_model_builders/tools/magnetic_building_board/index.htm)

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A must see website of a most unusual modeller, a real craftsman.

<http://www.craftsmanshipmuseum.com/park.htm>

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**Fuel Facts**

**by Don Nix, former President, GBG Industries, Inc.**

*(The following is the first in a series of articles exploring all facets of model engine fuel. The writer is Don Nix, former President of GBG Industries, Inc., manufacturers of POW-ERMMASTER model fuel.)*

Posted by ARCEENUT on RCCanada.

<http://pages.suddenlink.net/donramsey/Fuel.htm>

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# ZONE B NEWSLETTER

## FOR SALE OR TRADE PAGE.

### FOR SALE.

Anyone interested in a new project?

No I am not quitting; it's only that my inventory is too high, need to make some room. Can only fly one at a time.



PITTS SPECIAL BY GREAT PLANES (ARF) (68in WS) NIB 120FS AND UP OR 25 TO 40 CC GAS **\$400**



EDGE 540 (ARF) (79"WS) CMP MODEL FROM AK-MODELS NIB 40 TO 50CC GAS **\$300**



EXTRA 300 35% USED (ARF) (110inWS) 100CC GAS Just add engine and **\$500**



EXTRA 300 SEAGULL (ARF) (64in WS) FOR 60 OR 91FS ASSEMBLED ONLY **\$175**



WEAKS SOLLUTION BIPLANE REDONE (72"WS), READY TO BE COVERED WITH OR WITHOUT A HOT 3.2 **\$150**

**+ENGINE**

***THIS SPACE IS FOR YOU, SO SEND ME A NOTE ,WITH OR WITHOUT PICTURE, AND EVERYBODY WILL SEE IT.***

### **The Beginner.**

- 1) Thou shalt get help if at all possible.
- 2) Thou shalt fly only a trainer type airplane, preferable a motor glider.
- 3) Thou shalt fly only when it is calm.
- 4) Thou shalt fly only in a very large open area with its owner's permission.
- 5) Thou shalt not fly to impress friends.
- 6) Thou shalt proceed slowly and with caution.
- 7) Thou shalt not panic; let the airplane fly itself out of trouble.
- 8) Thou shalt steer the model carefully and delicately, using only rudder at first.
- 9) Thou shalt check thy equipment frequently and change batteries faithfully.
- 10) Thou shalt be patient, lest thee bust thy plane!

If anyone interested for more information, call 506 -727-5225 OR email me at [regisl@nbnet.nb.ca](mailto:regisl@nbnet.nb.ca)



## MAAC'S ZONE B NEWSLETTER.

### FROM OUR ZONE DIRECTOR.



Hello everyone, and Happy Easter.

It was that time of the year again; time for the AGM, this year it was in Montreal and the one for next year will be held in Saskatoon, Saskatchewan. Even if the weather was nice in Montreal we did not get a chance to see much as we are in session for at least three days and four days for the executive.

As usual we never have enough time to discuss everything we would like to since the President Ron Dodd has to keep everything within a timeframe. At the executive election I have been elected as one of the members at large and the second member at large is Roy Rymer and the new Vice President is Claude Melbourne and of course the President Ron Dodd has a two year term.

We had three recommendations from # 5 to 7. Recommendation #5 was defeated but we can still work on it for the next AGM. # 6 was defeated also but a "**one time**" does not mean only once, but 3 or 4 tries max with flight instructor using the buddy box, and after that the new member has to get his club and MAAC membership.

Recommendation # 7 was passed on to the PR committee. More info will be out in the next magazine and on the website.

I thank you all for your support and see you this summer.

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### BACK PAGE STORY.

#### Dynajet.

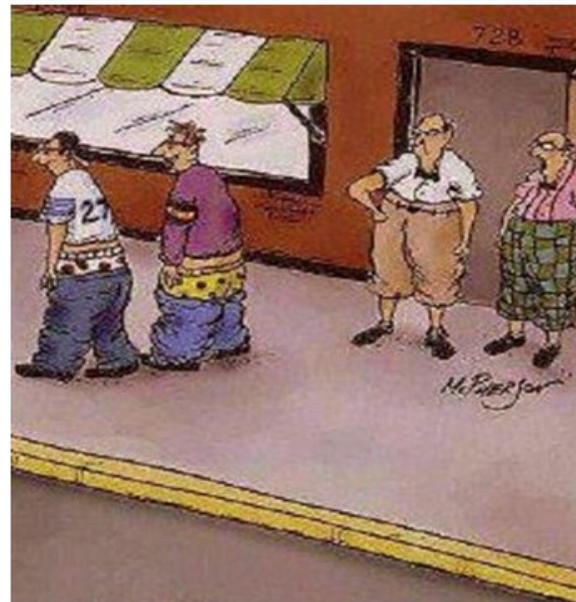
Anyone seen this one in operation, Cliff Boyer in Saint John has one,



and he demonstrated it together with one of his sons at the Great Hobbies Fun Fly in Saint John back in 2006, man is it ever noisy.

Have a look at the company's web site for interesting info, as they are still in business.

<http://dynafog.com/other/dynajet/index.htm>



"Look at those dang fool teenagers, wearing their pants hanging' down low like a coupla idiots.."

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**HERE IS A LINK TO A "25 INCH WINGSPAN COMET PORTERFIELD" RUBBER MODEL, OR EASILY CONVERTED TO ELECTRIC POWER, OR EVEN CONVERTED TO FOAMBORD, HOW ABOUT IT VIC?**



**AND HAVE A HAPPY EASTER TO YOU ALL. "THE CHICKEN"**