Planes for sale Call me at 425-466-3750 if you want to come by and look at one or I can bring it to the field.

F5J Plus from Vladimer's models with A tail. (sold by Kennedy Composites, bare frame was $2100. Extras and additional cost are in ( ) below. Total cost is $3476.45.

- All up flying weight 38 ounces.
- 5 servo wing using three MKS6110HV and two KST 08 v5 servos. ($220)
- A-Tail using two KST 08 v5 servos. ($90)
- Motor, drive shaft, hub and propeller.
- This package includes a second motor. ($45)
- This package includes two extra propellers. ($42)
- Speed controller. CC Talon 35. ($55)
- AR9310 Spektrum receiver without a case with antenna exiting the trailing edge of the flaps. ($79)
- Two Spektrum satellites with antenna exiting the canopy for a total of four antenna. ($70)
- Spektrum TM-1000 Telemetry module.
- Three sets of tail booms including the long extended booms.
- Three sets of joiner rods including the new ones with drilled joiner web. ($60)
- Two sets of A-Tails. The second one (pink) has less angle (flatter) but has a deeper chord. ($285)
- Includes ballast slugs designed specifically for this plane (not shown in the photos). ($65)
- Custom wing covers for center flap section. ($40)
- Custom wing covers for aileron sections. ($80)
- Two sets of custom tail covers for both sets of A-Tails. ($80)
- IDS servo linkage for the Flaps and inner aileron.
- This includes a second set of wings that were damaged in transport. The poly break (bend) in the aileron sections was built using overlapping carbon spars that are glued together. It appears that the overlap in the spars was not glued. A small portion of the bottom of the wing needs to be opened and the spar overlap glued together. The bottom skin will need minor repair.

Original Purchase Price $3476. **Sale Price: $1500**

I wrote an article on this sailplane that was printed in RC Digest. This is a great flying sailplane. Properly setup, it handles just like a standard fuselage sailplane. At 37 ounces it will go up on bug farts. Because it is so light, it uses a direct drive system.

Spare parts and upgrades galore.

Two sets of wings, custom wing covers and two sets of A-tails and covers.

Four extra booms, two sets of extra props, two sets of extra joiners and an extra motor.

Extra Motor

Two satellites under the canopy, Castle Creations 35 ESC, Spektrum TM1000 telemetry module. Two satellites fastened to the underside of the canopy and exiting the canopy.

Pusher Prop with antenna from the Receiver exiting the trailing edge of the flaps.

Spring pull system for the A-tail.

IDS linkage system for the flap and inner ailerons.

A tail servos mounted in the boom.

Supra Pro Fuselage only with Pro stab.

Bare frame was $640. Extras and additional cost are in ( ) below. Total cost is $978.

- 2.4 ready fuselage. All antenna are internal, no whiskers. ($520)
- Red carbon D-Box elevator. ($120)
- Tubes were installed for all antenna so the internal antenna can be located exactly where you want it. This also makes it easy to remove and install a different receiver. In its current configuration, four antenna are located in the fuselage forward of the wing each with its own tube.
- JR DS388HV metal gear elevator and rudder servos. ($180)
- Charge port can be used for both charging and binding. You don't have to remove the receiver to bind the receiver.
- Two pole two contact switch. ($16)
- AR9310 receiver with 2 satellites. ($110) Total of four antenna.
- 1450 life battery. It may be a larger 2100 Life battery, I didn't remove it to find out. Life are the best battery you can use for receiver and servos. ($32)
- Removable servo tray.
- Ballast tube installed.

Original Price $978 **Sale price $375**


PRO

Carbon fiber leading edge D Box construction elevator. Minor damage to the film near the trailing edge. Patched with scotch tape.

Explorer 4000 from NAN Models

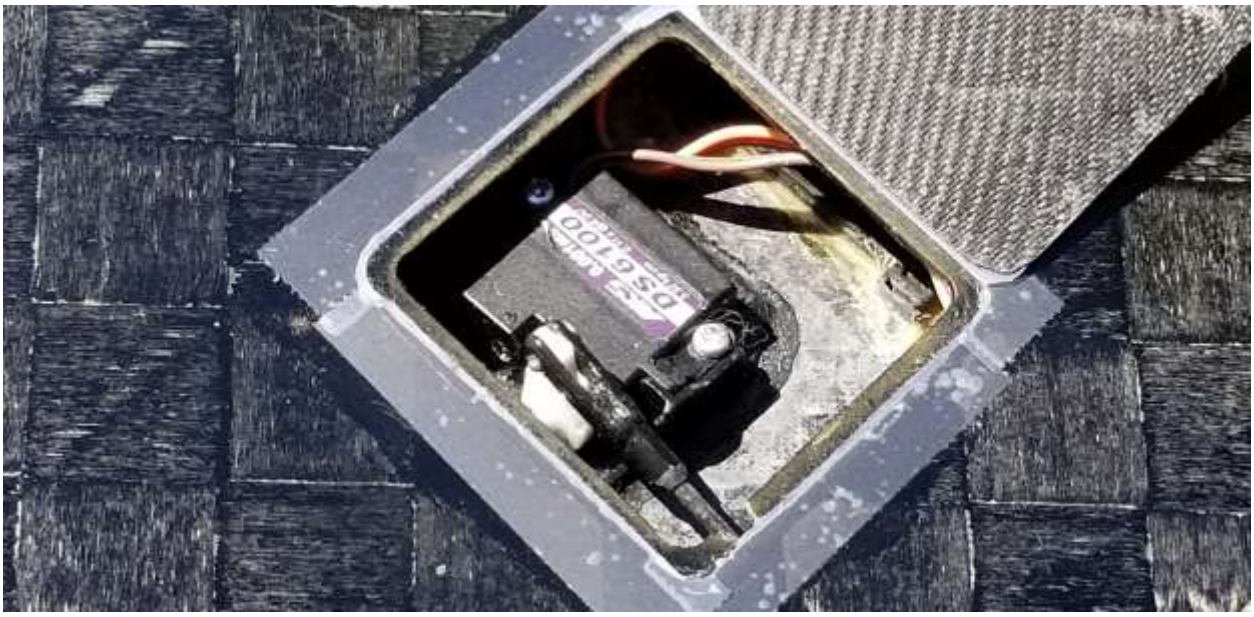
Bare frame was $1915. Extras and additional cost are in ( ) below. Total cost was $2875.

Extras and additional cost are in ( ) below.

- 2.4 ready fuselage.
- Tubes were installed for all antenna so the internal antenna can be located exactly where you want it. This also makes it easy to remove and install a different receiver. In its current configuration, four antenna are located in the fuselage forward of the wing each with its own tube.
- JR DS3717 metal gear elevator servo. This is the high-speed version of the JR3421, most likely the best centering servo made (that is why I used them) on the elevator. The DS3717 was $110.
- JR DS368 metal gear servo for the rudder. The DS368 was a $70 servo.
- MKS DS6100 wing servos are $43 each.
- Charge port can be used for both charging and binding. You don't have to remove the receiver to bind the receiver.
- Three pole two contact switch. ($16)
- AR9310 receiver with 2 satellites. Total of four antenna. ($110)
- Spektrum Telemetry module with G force and altitude sensors. ($140)
- 1450 life battery. Life batteries are the best you can use for receiver and servos. ($32)
- This sailplane comes with a padded storage / carry bag. ($220)

Bare frame $1915, electronics and extras $870: Original price $2785 **Sale Price: $1000**.

This Explorer is a Generation One, perfect for the northwest air. I also owned a Generation Two and sold it because for me, the Generation One was a better floater and was easier to thermal.



The wide white stripes are easy to see.

This sailplane could be converted to electric. As a straight sailplane, after installing all the electronics as far forward as possible, significant nose weight was added to move the CG forward. The servos could be relocated aft to a spot under the wing saddle. Elongated holes (similar the the round one seen below) so you can work on the servos is typical of electrics, leaving the room under the canopy for flight batteries. Other hardware such as the receiver and related electronics can be located aft of the canopy. Depending on the motor/gear box and ESC combination, you might still need nose weight. Yeah, the new motors and gear boxes are that lite.

The Fuselage was damaged, both push rods and sheaths were replaced. The two fuselage sections were aligned in a jig to make sure the alignment of the wing and the elevator was perfect. It was repaired with additional carbon/Kevlar weave. Finish of the repair is as shiny and smooth as the rest of the fuselage. No other damage.

Storage and Cary bag.

Sharon Pro 3.7

Bare frame was $1400. Extras and additional cost are in ( ) below. Total cost new was $2601.

- 2.4 ready fuselage.
- Tubes were installed for all antenna so the internal antenna can be located exactly where you want it. This also makes it easy to remove and install a different receiver. In its current configuration, four antenna are located in the fuselage forward of the wing each with its own tube. No whiskers exit the fuselage.
- JR DS368 metal gear servo for the elevator, rudder and ailerons. The DS368 was a $70 servo. ($280)
- The Flap servos are the JR DS3421, most likely the best centering servo made (that is why I used them). The DS3421 was ($220).
- Charge port can be used for both charging and binding. You don't have to remove the receiver to bind the receiver.
- Two pole two contact switch. ($16)
- AR9300 receiver with 2 satellites. Total of four antenna. ($140)
- Spektrum Telemetry module with altitude sensors. ($105)
- The battery is an old Nickle Metal and will certainly need replacement.
- This sailplane comes with a semi hard padded storage / carry bag. ($320)
- Comes with an additional and larger elevator. ($120)
- There is NO damage to this sailplane.

Bare airframe $1400 extras $1091 total price new $2601. **Sale Price: $900**


SHARON Pro 3.7

These semi hard storage and carrying case are amazing. Its like putting your plane in bed with a down comforter.


SHARON Pro 3.7

This sailplane could be converted to electric. As a straight sailplane, after installing all the electronics and battery as far forward as possible, It took another 6 ounces of nose weight to move the CG forward. The servos could be relocated aft to a spot under the wing saddle. Elongated holes cut in the fuselage saddle so you can work on the servos is typical of electrics, leaving the room under the canopy for flight batteries. Other hardware such as the receiver and related electronics can be located aft of the canopy. Depending on the motor/gear box and ESC combination, you might still need nose weight. Yeah, the new motors and gear boxes are that lite.

The red bottom is the flap and the yellow is the aileron. Note the flaps are deeper than the ailerons.

Tragi 802 Cluster

Bare frame was $1890. Extras and additional cost are in ( ) below. Total cost new was $2981.

- 2.4 ready fuselage.
- Tubes were installed for all antenna so the internal antenna can be located exactly where you want it. This also makes it easy to remove and install a different receiver. In its current configuration, four antenna are located in the fuselage forward of the wing each with its own tube. No whiskers exit the fuselage. I wrote an article for RC Digest on antenna placement and this sailplane was used in all the photos. The article is available for free on my Red Sailplane website.
- JR DS3711 which is the high-speed version of the DC3421. The best centering elevator servo I have ever used. This is a ($110) servo.
- JR DS368 metal gear servo for the rudder. The DS368 was a ($70) servo.
- The Flaps and Ailerons use Hyperion servos which were shrink wrapped and glued inside the wing. ($220)I don't remember which ones I used, but they are all metal gear. You can remove the servos by slicing the shrink wrap.
- Charge port can be used for both charging and binding. You don't have to remove the receiver to bind the receiver.
- Two pole two contact switch. ($16)
- AR9310 receiver with 2 satellites. Total of four antenna. ($140)
- Spektrum Telemetry module with altitude sensors. ($120)
- The battery is a 1450 Life. ($36)
- This sailplane comes with a semi hard padded storage / carry bag. ($320)

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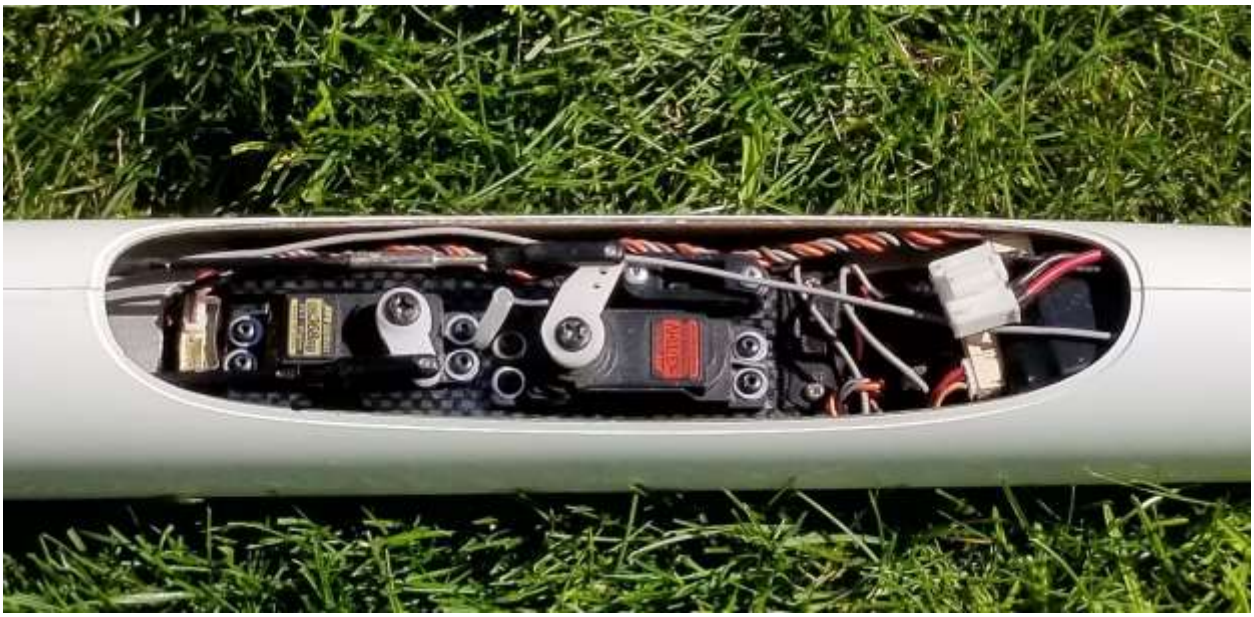
Bare airframe $1890 extras $1091 total price new $2981. **Sale Price: $1100**

This is the best paint scheme I have flown. The white leading edge is easy to see when the sailplane is below the tree line when on on approach or against the hillside background.

The semi hard storage and carrying case is fully padded inside similar to the case for the Sharon Pro. The “Pike Perfect” embroidered stitching can be removed from the case.

This sailplane could be converted to electric. As a straight sailplane, after installing all the electronics and battery as far forward as possible, It took another 6 ounces of nose weight to move the CG forward. The servos could be relocated aft to a spot under the wing saddle. Elongated holes cut in the fuselage saddle so you can work on the servos is typical of electrics, leaving the room under the canopy for flight batteries. Other hardware such as the receiver and related electronics can be located aft of the canopy.

Depending on the motor/gear box and ESC combination, you might still need nose weight. Yeah, the new motors and gear boxes are that lite.



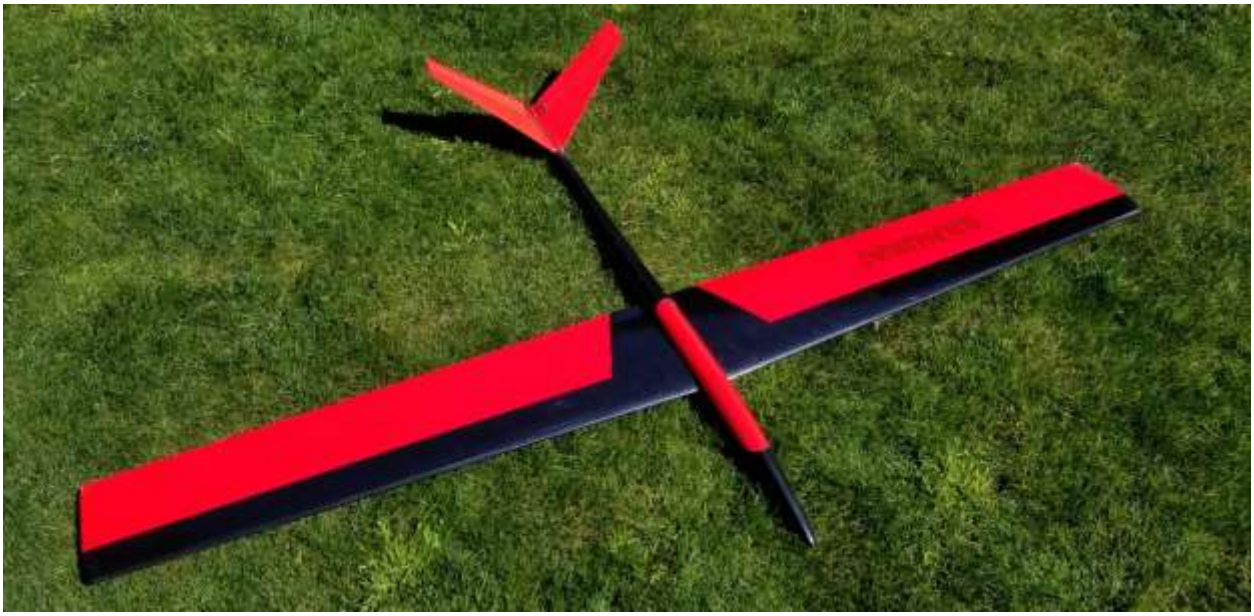
There is some wing damage on the left wing. It is covered by a piece of red tape. If you look close it is just above the T in Cluster.

There also some damage on the right-wing tip. It has been repaired and ready for paint if you want.

SAMURAI Sloper

- This is a pivot wing sloper.
- Original Kit Price ($240)
- There are no control surfaces in the wing, the two wings pivot in opposite directions. The kit came with solid tails without moving ruddervators in the v-tail. I added two tail servos and the additional control significantly improved slow speed handling on approach to landing. Two JR DS341 ($80)
- One bad mass JR servo. ($140)
- Paint and covering. ($35)
- This uses a fiberglass 2.4 friendly fuselage. You will need to add a battery and a 2.4 receiver.
- Wings are plywood over grey foam.

Original price approximately $495. **Sale Price: $100**



Ruddervators were added to the V-tail to improve low speed handling. Here are the pushrods.

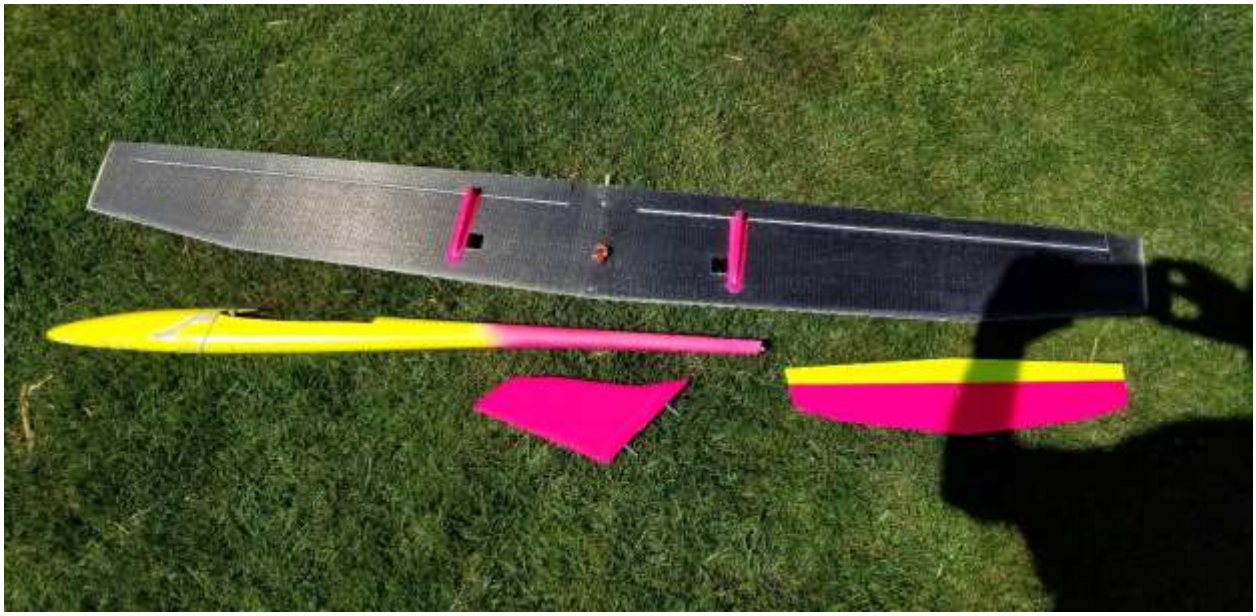
This is one Bad Ass servo to control the pivot of the wings.

RENEGADE from CR Composites - Another Sloper

- Renegade: ($520)
- VERY COOL paint job.
- Fiberglass 2.4 friendly fuselage.
- JR DS341 servos throughout. ($120)
- Vacuum bagged carbon fiber over grey foam cores.
- Battery is old and will need to be replaced.
- Both tail surfaces are easily removable with two screws.
- You will need a 2.4 receiver.

Original cost $640. **Sale Price: $150**

This plane was damaged. You can see a repair to the left side of the slip on nose cone



The wing is pinned in the back and fastened with a single bolt in the leading edge.

Both tail surfaces are detachable by removing two screws.

Ballast specifically for the Renegade.