

MODEL ENGINEER EXHIBITION - SANDOWN - 29 - 31 DEC

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CARAT GOLD

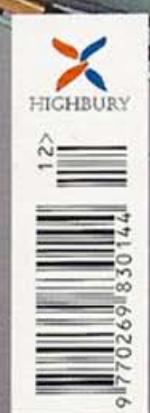
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WARBIRDS '109

COOKING UP A TASTY EMIL!



PLUS: PETER RUSSELL PROFILE - SUPER TIGRE G90 - V-STICK 40

had already set my sights on a particular colour scheme that would require some personal input. The chosen livery is actually based on a well documented '109E rather than a G - still, with 33,000 '109's built, who's to say there wasn't a 'G' with the same colour scheme?

The main panels were airbrushed with Humbrol enamels, as were the white parts of the crosses. Black cross parts were added at a later date using a ruling pen, whilst other squadron markings were drawn on with a pencil and then painted over. Panel lines and rivets are courtesy of a black fibre-tip pen, highlighted with white.

Finally, the whole aircraft was fuel-proofed with satin Plasticote, available in aerosol cans from B&Q stores. Incidentally, whilst there I picked up some 1 1/4" wide 'D' section pine beading to make my rather impressive static propeller. As a final touch, deflector plates, made from spare plastic card, were added over the exhaust stacks.

ROLL OUT THE BARREL

First job at the field was to run a couple of tankfuls through the Irvine. While this was underway, I performed a thorough range check, and gave the airframe a 'once-over'.

Having already built the Warbirds Spit' some time ago, I was not quite as nervous as you might expect. True, the Messerschmitt looks decidedly more sinister, but I was secretly expecting the same, rather mild-mannered characteristics of its predecessor.

I pointed her into wind, held on full 'up' elevator, and smoothly opened the throttle. Once rolling, the elevator was eased off, I cranked in some



natural touch of 'barrel', whilst large warbird loops are equally feasible with good, benign tendencies when she slows at the top. As fuel became an issue, I suddenly realised that I ought perhaps to have checked the stall - so, wheels down and with a light breeze blowing, I held in a little 'up' elevator, then reduced the speed. As the aircraft slowed, a slight wallow preceded the stall, which came at a good, safe speed. Certainly, there would be no problems on landing.

A traditional 'square circuit' landing approach was made, with the throttle setting producing a high staccato

The '109 remains rock steady in the strongest of winds, and is a real treat to fly. Certainly not a model that needs to be saved for calm sunny days - just get out there and enjoy it.



right-rudder to keep her tracking straight and, as she neared the end of the strip, a little pressure on the elevator had the Me 109's wheels off the ground... Yup, she was airborne!

A couple of circuits revealed a need for two notches of 'up' to get the model flying hands-off. The new Irvine was purring along nicely, which installed a confidence that enabled me to tentatively put her through a few manoeuvres.

Rolls are very crisp, and exhibit a

tick-over (bearing in mind its youth). Subsequently, the touch-down was gentle as you like. Once down, you'll need to be on the ball with your rudder, because the wheels are a good way forward of the balance point, resulting in a slight tendency for the model to squirrel about a bit.

After flying the model some more, my only other comment regards its ability to remain rock steady in almost unflyable wind conditions. Why this should be I really don't

know, but it does make for some wonderfully low passes.

THUMBS UP!

The Warbirds Me 109G has been a pleasure to build and fly. Since I was in no hurry, I took my time with this one, but due to a high level of pre-fabrication it could go together quite quickly if required.

If you can build to a reasonable standard, and are looking for a realistic, easy-to-fly warbird that'll cope with the rough and tumble of a club session, plus a variety of weather conditions, then this could be just the model for you.

Displaying the 'flying prop' and aluminium spinner, Kevin's Me 109G awaits an early evening sortie.

Beautiful spray job makes the model come to life. Colour scheme is actually based on a well-known Me 109E, but what the heck, it looks the part.

Perfect for the rough and tumble of a club session, the Warbirds kit is great for those who like to build.



DATAFILE

Name:	Warbirds Me109G
Model type:	Scale W.W.II fighter
Manufacturer:	Warbirds Replica Flying Models, 17 Curzon Way, Chelmsford, Essex CM2 6PF. Tel. 01245 284791
RRP:	£94.95 - decal set £14.95 - retract kit £59.95
Wingspan:	55"
Rec'd engine:	.40 -.53 2-stroke, .52 4-stroke
All-up weight:	6 lb.
Control functions:	Rudder, elevator, aileron, throttle, retracts (optional)

Retracts make such a vast difference on a model such as this. Note the ABS mouldings used to replicate the underwing radiators.



This Warbirds kit really does recreate the character of the fearsome German fighter.

Fitting your engine in what amounts to a very small space requires careful thought. It goes without saying that the more time you allow at this stage, the better you'll be able to conceal the motor - and the exhaust, for that matter. Confession time: I didn't take as long as I should have, and as a result the engine centreline ended up in the wrong place. This forced me to hack even more of the plastic cowl, then retrace my steps to re-create a section that I'd removed earlier. This wasn't as difficult as it sounds, but still a nuisance.

HOME RUN

Conventional wing retention methods include a dowel and two nylon bolts, while wing fairings are made from 1/2" triangular stock provided in the kit. Once the air scoops and various vacuum formed details have been glued in place, the '109 really starts to look the part. So, this is the time to consider covering and painting... my favourite bit! Actually, before we get too involved in that there are a few little details you ought to note:

Cheap but eminently suitable, brown paper is as easy as anything to apply, and rids you of any sign of wood grain in one fell swoop.

Stirs the blood, and makes the hairs stand up on the back of your neck - fast, low passes really are great fun and look oh, so good.



1. Ensure the supercharger intake is well secured. I filled mine with soft block, then secured it with epoxy and a screw from inside the cowl cover.
2. Make the aerial mast removable, so you don't keep knocking it in transit.

In terms of radio gear, three servos were installed directly behind the fuel tank. To facilitate this, an appropriate square hole in the underside of the central crutch was made, and two liteply bearers (stretched right across the fuselage) added.



This enables the throttle, rudder and elevator servos to sit side-by-side, while keeping the weight well forward. Retracts were connected and tested, and a fuse fitted to safeguard the receiver power supply.

Right then, now for the great cover up. My preferred method here is to use brown paper ('parcel wrap' to you, mate), at a total and

staggering cost of 89 pence! It's just like film covering really, except you add the glue yourself, in the form of slightly thinned PVA. Here's what to do:

1. Cut an oversize piece of brown paper to suit the panel you wish to cover.
2. Paste the matt side and, as you would with wallpaper, let it grow for about a minute.
3. Lay the paper over your model, smooth out with your hands and then run an iron over the surface, starting with the edges.
4. Leave for 24 hours, then apply a coat of dope, followed by a quick rub down.

Presto! One tough and cheaply covered surface that's ready to paint.

SCHEMING

Whilst the decal pack supplied provides an impressive set of artwork, I

WARBIRDS ME109G

RESSURECT THAT AEROMODELLING SPIRIT WITH A WINTER IN THE WORKSHOP AND A BRAND NEW WARBIIRD FOR SPRING. KEVIN ACRES SHOWS US THE WAY

Probably the most famous fighter of WWII, next to the Spitfire of course, the Me 109 was a true Teutonic thoroughbred of a machine, revered by its pilots and treated with the utmost respect by opponents. For a warbird fanatic like me, the '109 is one of those 'must-have' aeroplanes; with a Spitfire of a similar size already in the bag, this kit provided the perfect opportunity to complete the pair.

Strangely, I'm one of the rare breed of latter-day model aircraft enthusiasts who actually relish the prospect of building. Warbirds kits have been around for some time now; the reviews

are always complimentary, and the finished results look very convincing indeed - best of all, they require some real balsa bashing. This model, I decided, would be the way to go.

TRUE GOLD

Two versions were originally available: 'Standard', and a 'Gold Edition'. The first is for those who wish to tailor-make a particular mark of Messerschmitt, and as a result the transfer set, fuel tank, Robart scale wheels and some additional hardware items are omitted. Standard parts include foam wing cores, turtle decks, a selection of pre-cut balsa / ply parts, and no less than thirteen ABS mouldings to help you achieve the right 'look'.

Due to spurious customer demand, the Gold kit has now been discontinued, but no matter: the difference in terms of a parts count was not that great, and the Standard package has enough plastic bits to make light work of items such as the radiators, supercharger intake, exhaust stacks, canopy and, largest of all, a twelve inch long engine cowl complete with hinge detail and gun troughs. Oh, and there's also an ABS spinner for static display.

By nature, the '109 is full of period character with lots of lumps and bumps, along with an unusually long Morris Cowley type cowl which runs right to the spinner. This is an interesting diversion from most other kits of this





Kevin's attention to detail is quite superb - just look at all those painstakingly administered rivets.

aircraft as, more often than not, they take the easy option and fit a stubby sport style cowl forward of the exhaust ports. Sadly, of course, this practice leaves an unsightly join where there shouldn't be one.

Extra parts that I considered worthy of purchase were the optional aluminium spinner, and a retract pack, which includes the servo and ABS wheel wells. Instructions and an overlay are included to simplify installation of the latter.

WINGING IT

Foam veneer wings are not everybody's cup of tea, but these really are good, with the veneer stretching right to the trailing edge. This maintains a smooth section, with only the minimum of labour input required from the builder. A pre-routed channel locates the torque rods, whilst the correct dihedral has

already been cut at the roots, making this a truly speedy build.

Using a fine-tooth saw, removing the ailerons from the main wing section is a relatively straightforward task, once you have marked out the perimeter

(using the plan as a guide). Epoxy-resin glue is used to join the wing panels, after which recesses must be cut for the aileron and retract servos. Fibreglass wing tape can then be added in the usual way.

If you choose the retract option, you'll need to fabricate ply mounting plates from a template supplied in the pack. Using the overlay, also supplied, I duly marked the position of the wheel wells and mounting plate, removed the obechi skin with a sharp knife, and then scooped out the foam with an 'L' shaped piece of piano wire that had been pre-heated over a gas hob. The walls inside this recess were then lined with 1/8" balsa, the plates raked forward / glued in place, and the wheel wells dropped in.

TAIL END

Accurately pre-cut 1/4" balsa tail parts make light work of assembly, and need little more than a light sanding. In fact, the hardest task here is deciding whether to actuate the elevator with a nylon rod, which passes through the tail support, or make the usual rear exiting pushrod. Playing safe, I went for the latter.

CUT ABOVE THE REST

Machine-cut fuselage components are supplied attached to their parent sheet, and must be identified from the parts drawing prior to assembly. In truth, the

construction process is all very conventional with sheet sides, ply doublers, and a central crutch to stop you building a banana. A combination of ply and liteply formers firm up the box before it's lifted from the work surface, ready to accept the foam veneer top deck pieces.

Having marked and drilled F1 for the centreline and fuel tubes, the former was fitted 8mm back from the recommended position to accommodate my chosen engine, an Irvine .46. From the plan, it was clear that the prototype had flown with an O.S. 46LA which, being a plain-bearing job, is quite short and requires F1 to be located as marked on the plan - a point worth remembering when choosing an engine! With the Irvine mounted almost inverted - cylinder head at about 7 o'clock (viewed from the front) - the purposeful lines of that mean looking cowl remain practically unblemished.

Interestingly, the nose ring is supplied pre-cut from dense pink foam of all things! It's supported on the underside by soft balsa block, and at the top by a liteply support. The plastic cowl can then be taped in place, and the whole nose section sanded to final shape. That egg-shaped cross-section of the rear fuselage is achieved using soft balsa cheeks, which are added to the fuselage sides and sanded to shape.

