



Jeff & Devin Troy

Flight Report

ParkZone Radian RTF

Horizon hits the mark with this rugged, lightweight, electric-powered sailplane.

I've flown a lot of sailplanes in my day, especially when I was involved in scale and soaring competition all through the 1980's. Soaring is a unique experience in model airplane flying, as you can't count on a 15-minute flight for 15 minutes worth of fuel as you do with a powered model. With a sailplane, the goal is to find rising air currents — thermals — and work them to gain altitude.

The one shortcoming of a pure sailplane is the launch. Technology has given us the handlaunch, and more recently the discus launch, but launching sailplanes usually requires the use of a hi-start or winch. Picture a hi-start as a 500-foot slingshot with a ring and a small parachute on one end. One end of the hi-start is staked to the ground, and the end with the ring and 'chute connects to a tow hook on the belly of the glider. Stretch the whole deal back to about 900 feet and let go. Tension pulls the model forward and upward until the glider overflies the stake point at roughly 300 feet of altitude. The line drops, the parachute catches wind and helps bring the towline back.



While all this is lots of fun to know, it has nothing at all to do with the new ParkZone Radian, and *that* is the model's true beauty. Instead of requiring more than 1,000 feet of open area to launch, the motorglider needs only enough room to land safely. Launching is done with an

onboard electric motor, and in the case of the Radian, a folding propeller to reduce drag on the model when the motor isn't running. Just move the throttle stick forward, point the Radian into the wind and give it a toss.

The ParkZone Radian RTF is a complete package. It comes fully built with a factory-installed 2.4GHz Spektrum 5-channel RC system, a LiPo battery and charger, and even the eight AA alkaline batteries for the transmitter. The only

"assembly" is installing the stabilizer and connecting the elevator clevis to the control horn on the elevator — and even that comes adjusted to the correct length. Other than battery charging, total prep time is like 10 minutes tops.



Stabilizer slips through slot in fuselage, and is secured with four strips of tape. Connect the clevis to complete the tail.

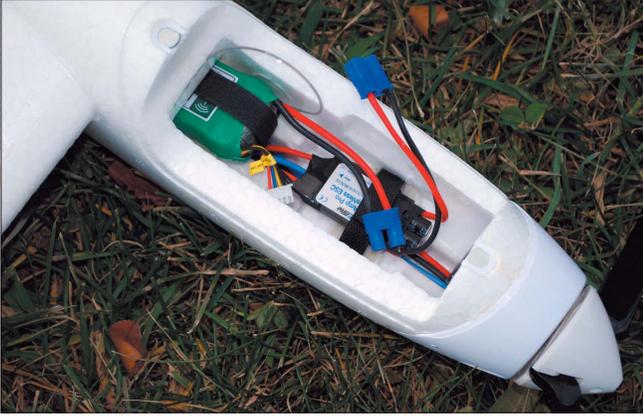


Specifications

- Wingspan: 78.74 inches
- Length: 44.7 inches
- Weight: 30 ounces
- Power: ParkZone 480 960Kv
- ESC: E-flite 30A w/Switch-Mode BEC
- RC: Spektrum RC D5e w/AR500 receiver and two servos

RTF Features

- Factory-built motorglider
- Durable foam construction
- Factory-installed motor and ESC
- Factory-installed RC system
- LiPo battery and DC charger
- Alkaline transmitter batteries
- Manual and Quick-Start Guide



Magnetic-catch, quick-release canopy provides instant access to 1300mAh LiPo pack. Battery is secured with hook & loop belt.

Flying the Radian is really awesome. The wind was crazy, but my dad, his friend Brandon and I went out flying anyway. I was nervous when I first thought about putting this foam model in the air; I couldn't see how it could possibly cope with the wind. The Radian, however, was determined to prove my fear unfounded, and it succeeded.

We put the glider in the air and watched in awe as it held its own against the wind. A 20-mile-per-hour model moving into a 25-mile-per-hour headwind will actually fly backward at a ground speed of 5 miles per hour, even though the model thinks it is moving forward at 20. The Radian does a lot better than 20, and the wind blew less than 25, but forward speed was way less than blistering.



Wing panels slide over carbon joiner rod, and press-fit into a central fuselage cavity. The assembled wing is very strong.

With the glider at altitude and the motor turned off, the easiest thing to do was "hover" the Radian into the wind. When a shot of calm came, we powered up and it was off, flying gracefully upward and preparing for the next wind-wall. This model is a first-class performer.

When the Radian gets its fair taste of calm conditions, it will really soar. We witnessed stunning potential during the calmer moments, and I can't wait to fly it again in a warmer season. I was very impressed with this awesome RTF glider, as were Brandon and my dad. Best of all, no one made me chase a towline all day. **HM**



It's hard to beat the sight of a sailplane in lift, and the motor glider features completely negates the need for a hi-start or winch launch.