

Jeff Troy

Spitfire EP

AirBorne Models brings the classic, late mark bubble canopy Spitfire to electric power and the almost-ready-to-fly format.



Specifications

- Wingspan: 39.5 inches
- Area: 257 square inches
- Length: 32.6 inches
- Weight with battery: 26 ounces
- Motor: Brushless Outrunner
- Battery: 3S Li-Po, 2200mAh

ARF Kit Includes

- Factory-built components
- Factory covered and painted
- Painted ABS cowl
- Clear plastic canopy
- Light foam painted pilot
- Complete rod & linkage kit
- Wire gear and light wheels
- 12-page instruction manual

The Spitfire EP is a pleasure to assemble and fly. The model almost pops itself together, and I was able to have it built, adjusted, charged and ready for the flight line in one evening. That's good time, especially when you consider that a Spitfire is usually a fairly difficult scale subject.

That beautiful, elliptical Spitfire wing comes out of the box as a one-piece unit, so there's no time spent in joining two panels over a dihedral brace, and no dealing with the usual epoxy that goes along with the procedure. The aileron hinges are secured with a few drops of thin CA adhesive, the landing gear is installed with a pair of retainers and four screws, and the two servos and a single Y-harness complete the wing preparation.

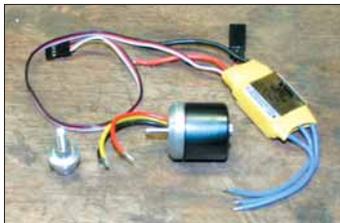
The tail surfaces key into slots in the fuselage, and the tab & slot fin/stabilizer feature assures modelers of the correct alignment. Rudder and elevator panels are hinged with CA, and the steerable tail wheel finishes the tail section.



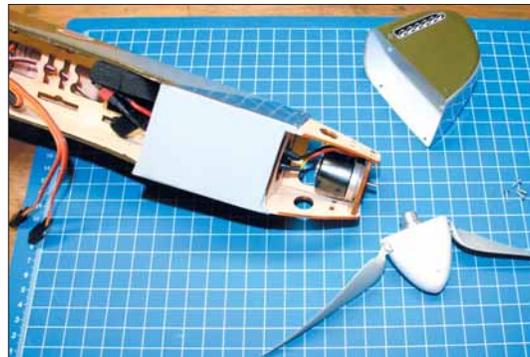
Horizontal stabilizer and vertical fin interlock at rear of fuselage. Slots assure alignment.

I received AirBorne Models' new 28/30 Brushless Outrunner Motor for my Spitfire EP, which fit perfectly into the kit-supplied plywood mount. I used the 28/30 Motor with AirBorne's new Brushless Speed Control and their TWM (The World Models) Li-Poly Battery. You should also know that a second mount for conventional brushed motor systems is also provided in this fine kit.

I chose JR SPORT's new Micro AirPack for my Spitfire EP. It comes with a six-channel receiver and two sub-micro servos with 15 ounces of torque. The receiver can be switched to work with positive- or negative-shift transmitters, and two additional servos were added to round out my model's flight pack.



Hobby Merchandiser's review model uses AirBorne's High Performance 28/30 Outrunner Brushless Motor and Brushless Speed Control. Ample power and flawless performance.



Complete linkage hardware is included in the kit, and time-conscious modelers will appreciate the fact that the holes for the control horns come factory drilled in the control surfaces. With threaded clevises at the control horns and keepers at the servo arms, pushrod installation is quick and smooth. I had the entire onboard radio system installed and adjusted in less than an hour.

The Spitfire EP is a pleasant surprise in the air. My test day brought me a typically horrible March afternoon, with winds from 20-30 miles per hour and no promise of mercy to come anytime soon. My editor credo is "get the shot," so despite the wind and a small electric airplane that should be flown in no more than 5-10 mile-an-hour conditions, it was time to fly.

Fortunately for me, I got to "fly" the camera while my friend Brandon Wright handled the Spitfire. Takeoff was amazing, as the model literally threw itself into the air and immediately began to climb. Pointed dead into the wind, Brandon got the Spitfire calmed down and nicely



RC bay shows JR Sport 6UL receiver and ST15 servos, AirBorne TWM Li-Poly battery and lead from AirBorne's new Brushless ESC. Y-harness to an ST15 servo in each wing panel operates ailerons.



trimmed for the rest of the flight. Although the 39.5-inch model was in danger of being bounced around mercilessly, it weathered the wind like a much larger model,

managing to fly through several basic maneuvers with grace and authority. Downwind speed was high, no surprise, and the model made its way upwind without any sign of struggle, although its speed was far below that of the downwind legs.

I'm looking forward to flying my Spitfire EP in fair weather, as I know that its stability and performance envelope will demonstrate some truly magnificent eye candy for the elliptical wing fans in my local club. This is a very nice model, and one that Spitfire enthusiasts will surely appreciate.

For additional information about the Spitfire EP, the 28/30 Brushless Outrunner, Brushless ESC and the TWM Li-Poly Battery, see the ads on pages 53 and 64, visit www.airborne-models.com or call AirBorne Models in Livermore, California, at 925-371-0922. **HM**



Primarily a fair weather airplane, AirBorne's Spitfire EP performs reliably, despite high winds during tests.