

HM Review

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Great Planes Stinger II

Nothing flies like a Stinger.

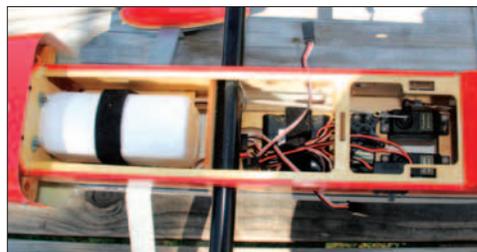
I coined that term in the mid 1980's. Lanier's "Bubba" Spivey (he's been Bubba for so long nobody can remember his real name) had recently released the Stinger through the Lanier name, and instantly the airplane was a hit. Available in a multitude of sizes, it was a Giant Stinger that was used as my introduction into large-scale airplanes. The airplane was powered by the always reliable and still available Zenoah G-62. One of the original programmable transmitters, a Futaba Super-7 (which by today's standards has the computing capacity of a kitchen timer) was used for guidance, and four high-power servos moved the control surfaces. Modelers who have been in the hobby for more than a few years will remember these servos. They were about the size of a box of wooden matches and seemed to weigh a ton.

For its time, that Stinger was quite a package and stood out anytime it was placed on the flightline.

The original Stingers were kits. They all used a wing cut out of foam, which was in turn "capped" using a combination of sheet and strip balsa. The fuselage was a basic box constructed of balsa and lite-ply, but the engine cowling, canopy and "turtle deck" used vacuformed plastic. By using a combination of foam, balsa and formed plastic, the original Stingers built very quickly and could possibly best be described as a transition-type model. Something between the stick-built models preva-



is little wasted space in the radio compartment. Everything used is standard and off-the-shelf and fits well in the intended location.



Left: The fiberglass cowl has plenty of cooling capacity to keep the little OS motor from overheating. Right: There is little wasted space in the radio compartment. Everything used is standard and off-the-shelf and fits well in the intended location.

lent during that time and today's ARF's.

Not only did the original Stingers build quickly, but they also flew spectacularly. The flight envelope was huge. They could be thrown all over the sky. Performing the type of maneuvers that might be common today but at the time didn't even have names. Yet, after beating the sky half to death, the airplane could be slowed to a crawl and landed at a near walking pace. Every landing always brought a grin and the same thought to mind: "Nothing flies like a Stinger."

In 2007 Bubba decided it was time to retire from his hobby ventures, and he sold the Lanier name and manufacturing rights to Great Planes. For several years the name seemed to linger, but at the Weak Signals Exhibition (Toledo Show) this past April a product sit-

ting at the Great Planes display caught my eye: the new Stinger II. Not only did the instantly recognizable shape catch my eye, but so did an extremely appealing color scheme.

The new Stinger II comes well packaged in the now-traditional corrugated cardboard box containing a multitude of corrugated dividers wedged between individual components, thereby preventing any shifting or damage during shipment. As is standard with any model, the contents of the box were unpacked and checked against the instruction manual. Nothing was noted missing or damaged.



Features

- Redesign of an iconic airplane from the 1980's.
- Bright color scheme allows for easy visual orientation.
- Completion uses standard off-the-shelf components.
- Ideal airplane for club level fun-fly events.
- Wide range of power options including glow or electric.

In contrast to the original Stinger method of construction, the Stinger II is manufactured using balsa and lite-ply. The wing is no longer a cut foam core capped in balsa but is now made from individual “ribs,” and the “turtle deck” is made from strip balsa stringers. The result is an extremely lightweight airframe. The airplane is covered using MonoKote with a nice visual contrast between the top and underside of the airplane. Even the pilot comes pre-painted and mounted. The initial observations were that the airplane is lightweight, attractive and complete. This is a combination that always draws customers.

Using the completion guide provided in the instruction manual, an OS AX .46 #OSMG0547 was chosen for power. Due to the in-cowl side-mount design, a Bisson Pitts Muffler #BISG4046 was used to help silence the engine. Five Futaba S3004 Standard ball bearing servos #FUTM0004 and two Futaba six-inch servo extensions #FUTM4130 were selected. Completing the airframe was a Futaba R617FS receiver #FUTL7627 linked to a T7C (seven channel) transmitter, the type of transmitter that most end users of this product would have on hand. Also suggested in the completion guide but not used was a Ernst charge receptacle #ERNM3001 and a Futaba dual servo extension #FUTM4130. By using the two-aileron servo mix on the transmitter, individual trim of each aileron was possible so the dual servo extension was not needed. This was the method chosen, and it should be recommended to all purchasers who will be using a transmitter with this feature.

Assembly of the Stinger II went smoothly. No prob-



As with the original Stinger, simply chop the throttle and the airplane slows to a crawl for landings.



The color scheme is bright, allowing for easy visual orientation during flight.

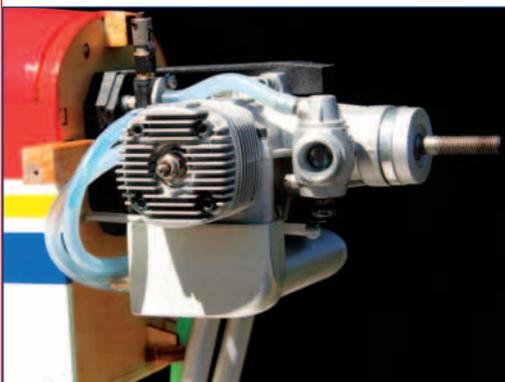
lems needing further explanation were encountered. The instruction manual is complete and loaded with photos to assist the builder. Thankfully Great Planes did not post a “can be completed in” time on the box or in the manual. Every modeler builds at his own pace; this shouldn’t need any further dialog.

After what seemed like an eternity to adjust our schedules, I was able to meet with Ed Rogala for flight evaluation and photos. Once at the flying field the OS was started and tuned for peak performance, and the model was placed on the flightline. The controls were checked for proper operation one last time, and test pilot “Fast Eddie” applied some throttle. The Stinger II was airborne almost immediately. A few trim passes later, Ed began to wring the airplane out. As the fuel tank emptied, the airplane was landed. After replenishing the fuel, it was my turn.

It’s been years since I flew a Stinger, but a lot of memories returned. Some aerobatics along with a couple touch-and-go landings and a few grins later, Ed said it was time and the Stinger II was brought in for a smooth landing.

The Stinger II is a great rendition of a popular design. The airplane is well built, very colorful (thus allowing for easy orientation) and lightweight—a good combination in any aircraft design. Powered by a glow motor, the airplane may seem to some that it is using technology that’s not currently the most popular. However, all dealers have customers who fly glow and are always in the market for an appropriate airframe. Any hobby dealer who sells radio control aircraft won’t go wrong recommending a Stinger II. It is available exclusively through Great Planes Distributors Inc. **HM**

OS Engine .46 AX-ABL



The OS .46 has been around for decades. The motor was originally released as a .40. Over the years, as stronger metal alloys were developed, OS was able to increase the bore and stroke of the motor from .40ci to .55ci (cubic inches). As time and technology have progressed, OS has not rested on its laurels, and there have been a number of variations of the same basic design. OS has released both bushed and ball-bearing versions along with ABC (Aluminum-Brass-Chrome) non-ringed motors and those with piston rings. There have been multiple designs of the intake and exhaust ports, and there have been a number of releases for marine and helicopter use. All told, even with today’s popularity of electric propulsion, the OS .46 AX-ABL (Advanced Bi-metallic Liner) glow motor is the industry standard when it comes to radio-control modeling.