

HM Review

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Ultrafly Model's FW-190 ARF EP

The German WWII "Butcher Bird" is smartly captured in this sport scale ARF.



Specifications

- Wingspan: 36.6 inches
- Area: 201.5 square inches
- Length: 31.7 inches
- Weight: 22.7 ounces
- RC: 4-ch, 3 servos and ESC
- Power: F/18/10 brushless

ARF Features

- Factory-built components
- Laser-cut wood construction
- Factory-covered in light film
- Painted fiberglass cowl
- Hardware and fastener kits
- Pushrods, horns and linkage
- 12-page instruction manual

Thousands of kits for hundreds upon hundreds of fighter aircraft have been released into the hobby industry since the dawn of aviation. Few, however, share the infamy of the "Butcher Bird," Germany's lean and mean Focke-Wulf FW-190. From the airplane's test-fly prototype to the ultimate high-altitude performance of the FW-190/D9 "Long-Nose Dora," it remains as one of the most menacing appearing aircraft of all time.

The Ultrafly FW-190 is the short-nose version, actually the one that I prefer modeling over the Dora. The D9 is great looking airplane, but loses some of its aggressive appearance with that lengthened front end. The Ultrafly kit is assembled from factory-built components made from laser-cut wood. Each component is carefully built and sanded, and the proof of this is in the film covering, which shows no raised areas from under-the-surface imperfections.

I secured the CA hinges for the ailerons, then used 12-minute epoxy to join the two wing panels over the plywood dihedral brace. The main landing gear is held with nylon straps and Phillips-head screws, and a plywood tray is glued in at the center to carry the single aileron servo. Epoxy secures the gear fairings.

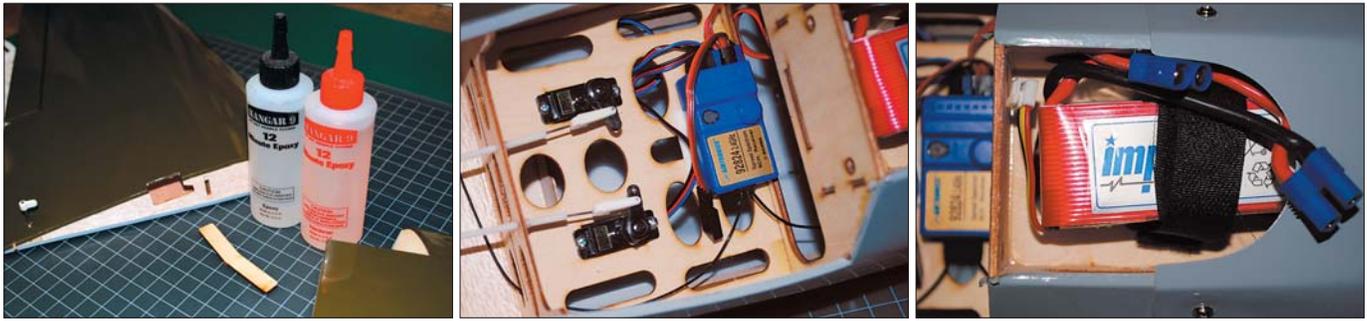


HM's review FW-190 got the full treatment — Impulse 3S 2500mAh LiPo battery, Ultrafly F/18/10 brushless outrunner motor and Apollo Brushless Speed Controller. New 2.4GHz Airtronics RDS8000 RC system was chosen, with three Airtronics 9409IZ Super Micro servos.

Thin CA is used to secure the stabilizer, and epoxy handles the vertical fin. After that, it's just motor, cowl and RC installation before the Butcher Bird is ready for radio programming and the final CG check.

Having been a big fan since former Kraft Radio Systems chief designers Jack Albrecht and the late Cliff Weirick joined the Airtronics team, I chose the all-new, easy-programming 2.4GHz Airtronics RDS8000 RC system for my Focke-Wulf. The system comes with the transmitter, receiver and charger, so I added three Airtronics 9409IZ Super Micro servos to round out my RC setup.

The power end of my Butcher Bird was filled out with an Ultrafly F/18/10 brushless outrunner motor and Ultrafly's Apollo Brushless Speed Controller. I used an Impulse 11.1V 3S 2500mAh LiPo battery to power everything, and finished my installation with the new E-flite connectors on the battery and ESC.



FW-190 wing assembles quickly with 12-minute epoxy. RC bay shows two neatly fitting Airtronics servos and 2.4GHz receiver. Battery rides up front, with easy access from underneath the model's painted fiberglass cowl.

True to expectation, I had the RDS8000 fully programmed for the model inside of a half hour. Surface throws were set as indicated in the instructions. I used the maximum recommendations for high-rate aileron and elevator, and adjusted the low rates to the recommended minimums. The CG was in the center of the range when checked, so no adjustment was required or made.

I tossed the Focke-Wulf in my "Purple Plastic Racer" and headed over to Brandon Wright's private airfield. I have to get pictures for the magazine whenever we fly a new review model, so Brandon is almost always performing the maiden flight while I hustle with the camera.

We chose to hand-launch the 190 because we didn't want to risk jarring a gear fairing during takeoff over the grass runway. The airplane launches neatly, and wastes no

time getting up to altitude. Like the full-scale Focke-Wulf, the model is designed to fly aggressively. The difference between the model and the full scale is that the Ultrafly airplane can fly slowly without twisting into the ground.

A click of trim here and there had the model behaving nicely. I got my shots and Brandon passed the box. I flew the Focke-Wulf through my usual check ride full of split-S turns, Immelmann turns, slow rolls and inside loops. The model handled admirably throughout the test flights, and came home unmarked in pristine condition.

I am a diehard fan of the short-nose FW-190. I love the airplane's rakish looks and Luftwaffe markings, its functional simplicity of outline and exceptionally agile handling. Customers in the market for a German fighter would do well to choose the Ultrafly FW-190. **HM**



Short-nose Focke-Wulf FW-190 was perhaps the fiercest of any WWII fighter. Ultrafly 190 is an excellent flyer.