

## RCU Review: World Models KatanaS 100cc



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### DEALER INFO

## INTRODUCTION

When I first found out that I was going to be reviewing the Airborne Models / World Models Katana I thought "Oh boy, a \$600 36% Scale ARF that claims to be "hardware included"? Yeah right, this should be real interesting."

Well, turns out that this airplane was in fact very interesting and indeed a very pleasant surprise.



**Airborne Models**

2403 Research Drive.  
Livermore, Ca 94550  
Phone: (925) 371-0900  
www.airborne-models.com//

**VIDEO**



**Window Media Player  
100CC Katana Video**

**RATINGS**

Poor: ★  
Acceptable: ★★  
Good: ★★★  
Excellent: ★★★★  
Outstanding: ★★★★★

Packaging: ★★★★★  
Construction: ★★★★★  
Hardware: ★★★★★  
Manual: ★★★★★  
Easy Assembly: ★★★★★  
Completeness: ★★★★★  
Covering Quality: ★★★★★  
Takeoff: ★★★★★  
Landing: ★★★★★  
Basic Flight: ★★★★★  
3D Flight: ★★★★★

**PROS**

- Sturdy Construction
- Easy to assemble
- Very Complete Hardware set
- Nice Covering Look

**CONS**



What I found as I worked my way through the review process with this incredibly priced plane is that it is a very well made aircraft that looks great and flies even better.

I dont want to completely give it away right off the bat so let's get started and have a look!

**SPECIFICATIONS**

**Name:** KatanaS

**Price:**\$599.99

**Wingspan:** 106 in / 2690 mm

**Wing Area:**2100 sq in / 135.5 sq dm

**Length:**93 in / 2360 mm

**Flying Weight (advertised):**26-28 lbs / 11800-12710 g lb

**Flying Weight: (actual)** 29lbs

**Engine:** 110CC gas

**Engine Used:** BME 110CC Gasoline

**Battery Used:** Fromeco batteries

**Radio Used:** Futaba 9 ZAP

**Servos Used:** Hitec 5955TG's

- wing anti rotation pins were slightly misaligned
- Blind nuts on hatch were not glued in.
- Covering lifts easily in flight.

**Channels Used:** 6 total - (2) Elevator, (2) Aileron, Rudder, Throttle

**Props Used:** Xoar 27x10, 28x10

### Items Used To Complete

- 6 Channel Radio (Minimum) w/ 8 high torque metal gear servos and 2 standard for the throttle and choke
- Various Servo Extensions
- ZAP CA Adhesives
- Pacer 5 and 30-min Epoxy
- Various Standard Shop Tools

# FIRST LOOK



I was pleasantly surprised when 3 double boxed packages arrived from Airborne Models in excellent condition.

After removing the outer shell I found nice clean boxing with no damage to the packaging.

All of the parts are wrapped in plastic and secured in the boxes so that they do not slide around. All of the painted parts were wrapped in foam.



Upon further inspection I was surprised to find such a complete and quality hardware package for the price! Everything is included and every part is quality built. Although I may change the spinner, and servo arms for my personal preference I could find no throw away parts in the hardware pack. The cowl, wheel pants, fuel tank, its all good stuff!

As an observation I will mention that the wing tubes and landing gear are made of sturdy aluminum. The wing tube is blocked on both ends so that you can drill through the wing and into

the tube to retain the wing. All of this equals weight and can easily be upgraded to carbon fiber. I would estimate that you can reduce the AUW by almost 2 pounds by simply replacing the Wing/Stab tubes and landing gear with Carbon Fiber if you wanting a light plane for all out 3D. However, I do feel that the fuselage, wings and stabs are built pretty light. I am going to make an educated guess that with the BME 110 this plane is going to come in at about ~27-29 pounds. We will see how close I get once I am done.

There was a minor amount of damage to the blocks at the front of the fuselage that are used to secure the cowl into place. A few had come loose from the fuselage and were hanging by the covering. I simply glued them back down with 5 minute epoxy and moved on.. Lets get going!

## Manual

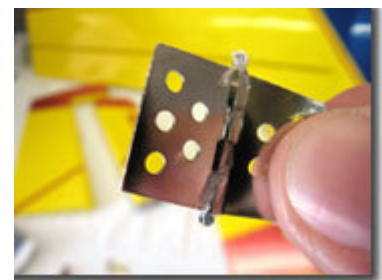


Click on the pic above to go to the manual.

This is about the easiest ARF I have put together, it really is. I would say this manual is geared for the intermediate hobbyist who has a good basic understanding of how giant scale planes go together. If this is your first plane you might need a little bit of help for things such as getting the motor mounted at the correct distance from the firewall. But generally it covers all the important details and if you pay attention and read carefully the plane should go together quite easily.

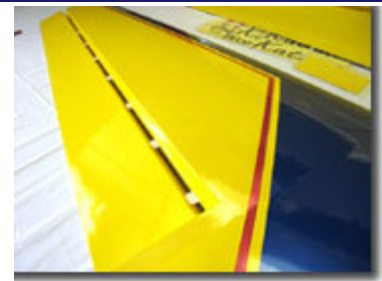
# ASSEMBLY

## HINGE INSTALLATION



This plane comes setup for standard pinned hinges. Actually upon opening the box you will find that the control surfaces are all temporarily fixed together with CA hinges. Just remove these and save or another project, we are going to use metal hinges per the mfg's instructions.

When all was said and done the metal hinges are going to work out just fine. I typically prefer Robart hinges but since these metal hinges are provided we are going to use them and see how they work out.



The first step is to test fit the metal hinges and mark their centers with a temporary mark. With this done I removed the hinges and used a little vaseline in the hinges to make sure that the epoxy did not get into the hinge and freeze it in place. Just apply a little vaseline and then heat it with your covering gun, it will soak into the hinge and once it cools it will turn back into a gel.

Now lets install the hinges. Using ZAP?0 minute Z-Poxy carefully coat both sides of 1/2 of the hinge with a very light coat of epoxy. Carefully slide the hinges in partially and wipe away the excess glue as you go. Once you get all the hinges in on one side of the control surface quickly put a light coat of epoxy on the other side of the hinge.

It makes it a lot easier if you setup so that when you mate the two halves of the control surface for the final fit that the hinges are hanging straight down so that you can slip them in from one end to the other. Keep a rag doused in denatured alcohol and a ton of tiny bits of paper towel handy during these steps. This makes it easy to wipe away excess epoxy and keep your fingers clean if you happen to get a little epoxy on them.



Once you get the hinges all into place and the excess glue wiped away carefully press the two halves of the control surface together as tightly as possible to ensure the minimum gap. The best I could do was about 2-3mm.

As the glue begins to dry be sure and flex the hinges every few minutes and wipe any excess epoxy off of the hinges with denatured alcohol. Once the epoxy sets and you have the hinges moving freely you are ready to proceed.

## WING ROOT EXTENSION



As expected the installation of the wing root extension that makes a Katana look like a Katana

was a snap.

The wings and extensions are clearly marked so that you get the correct fit. Just match them up and glue them into place.

For this part I used Pacer 5 Minute Z Poxy to secure the parts into place. By the way 5 minutes means 5 minutes!! Gotta work fast with this stuff because it sets in a hurry!

## RUDDER INSTALLATION



Now its time to install the rudder. Not much to it really, the slot is precut and mine was perfectly aligned so that no sanding was required.

All I had to do was trim away the covering on top if the tailsection and also from the rudder post to clear a path for the adhesive and glue it into place.



I used Pacer 30 Minute Z Poxy for this and most of the structural applications on the airframe. Once the gluing was done I simply taped the rudder post into line with the fuselage and let it dry

As the glue was setting I checked to be sure that the rudder was absolutely straight by measuring from the same reference point on each horizontal stab to the top of the vertical fin. Again it was perfectly aligned without having to take any additional steps.

Can't get it any straighter than that!

## CONTROL SURFACE SETUP



At this point the elevators and ailerons have already been hinged and now its time to isntall the servos and linkages.

Airborne Models has provided you with top notch hardware for this application. The control horns and nice and sturdy and the connecting horns and servo arms themselves are equipped with ball bearings for smooth operation.

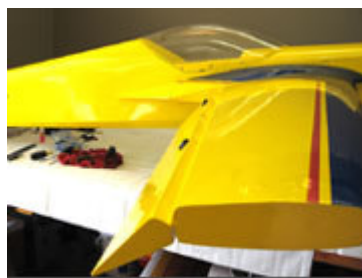
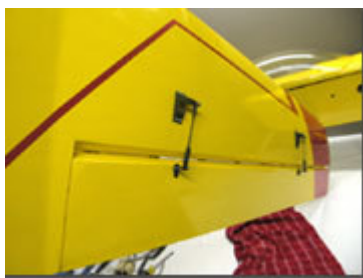
The mounting holes for the servos are precut and fit perfectly. The hard points are also already installed under the covering for the control horns. Just hold the surface up to a light and you will see the hard points, located right where they should be.



Once you have drilled and installed the control horns at your location of preference use the provided hardware to connect the servo arm to to the control horn. As you can see, I had these servos pre programmed and aligned so I did not replace the servo arms. I used the stock Hitec arms and ball joints at the servo arms connected to the provided pushrods.

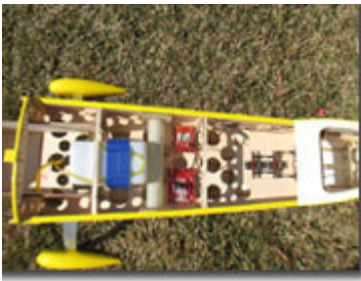
The pushrods for the ailerons and elevators are about the same size as a standard 4-40 pushrod so its nice to be able to use 4-40 equipment where you want. At the control horn I used the provided clevis that is attached with the provided screw and locknut.

You can see that I setup this plane with 3D in mind. I offset the control horn so that at maximum deflection I have maximum mechanical advantage and good alignment from the servo to the control horn.



I dont think we will be wanting for deflection on the ailerons or the elevators, or the rudder for that matter. There should be plenty for 3D or you can dial it down for a lower rate to suit your personal taste for IMAC.

## FUSELAGE ASSEMBLY

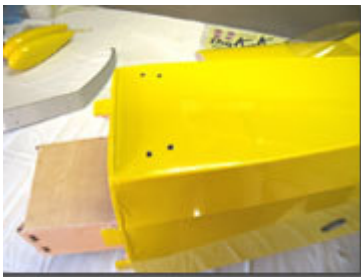


I thought at this point I would just give you a few different views of the fuselage. This really is a nice laser cut kit. The construction is clean and tight. Everything fits perfectly and is in its place. You can see in the lower center picture that the fuselage is equipped for cannister mufflers. There is an included plate that can be installed to mount the cannisters in the correct location.

I am really amazed that it is possible to build an airframe of this quality and provide all of the hardware that comes with this kit for only \$600... Simply amazing.



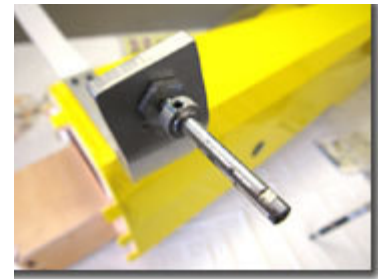
## LANDING GEAR



This plane comes equipped with fairly lightweight aluminum landing gear. For the review I will use the stock gear, but after I intend to change these out for carbon fiber gear to save some weight.

The gear are very simple to install. First locate the 4 preset blind nuts in the bottom of the fuselage and cut away the covering to expose.

Next using the provided hardware bolt the landing gear into place. I used Pacer PT 42 Thread locker to secure the bolts into place.



With the landing gear installed, next lets install the wheels and wheel pants.

The wheel shafts bolt right into the gear in the pre drilled holes. However, I found that the holes to secure the wheel pants in place were a little too close so I re drilled them about 1/8" further away from the center of the wheel shaft.

With that done I marked the wheel pants and drilled the hole to receive the shaft. Since the wheel pant butts right up against the wheel pant bolt head I had to make the hole in the wheel pant large enough to fit over the head of the bolt, roughly 1/2", I did this with my dremel tool.

With this done the final step was to test fit everything, cut the wheel shafts to length and grind the flats for the inner and outer wheel collars set screws.

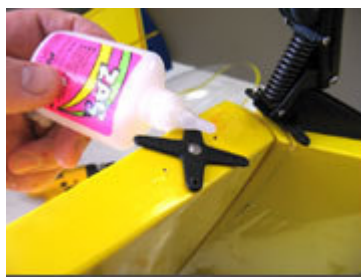


Finally I bolted up the assembly and temporarily installed the pants and drilled pilot holes for the wheel pant screws. After I had the screw holes predrilled I removed the whell pants, hardened the holes with a little Thin CA and reinstalled the pants.

Once again I used Pacer PT42 thread locker to ensure that the set screws in the wheel collars do not come loose.

Looks Nice! Check it out.

## TAIL WHEEL



The tailwheel is a well made piece of equipment that comes equipped with a functional shock absorber.

Installation was very simple and only required a few minutes. The first step was to mark and pre drill the holes in the bottom of the fuselage and rudder and then harden them with a little ZAP Thin CA

To install the tail wheel itself you need to loosen the wheel collar on the tiller and remove the wheel and tiller shaft temporarily to get the back screw in. Once thats done reinstall the tiller and wheel

With that done simply screw the guide arm onto the rudder itself far enough back so that the springs always have a little tension on them. The distance is not defined in the instructions so you will have to decide what is best for you. I set the distance at 2 1/2".

## PULL PULL RUDDER SSEMBLY



Because I am running a BME 110 which is significantly lighter than the DA100 and 3W106 I decided to go with a pull pull rudder setup to keep the weight of the rudder control system forward to help balance the plane.

For this plane I am using 2 Hitec 5955's on the rudder with a SWB control linkage system. I have used this same system on the SWB on the tray in the past but for this application I decided to remove the tray and mount directly to the supplied rudder servo tray to save a little weight. I am also using a Kevlar Pull Pull system from Sullivan Products as well as their Giant Scale Super Rudder Horn.

Installation of the servos was no problem. I just installed them into the pre cut mounting holes and bolted up, aligned and programmed the servos so that they work together without binding. Most folks are already aware of the advent of Hitec programmable servos, but for those of you who are not you should really take a serious look at them. It makes setup much easier if you are serious about near perfect geometry without binding.

As you can see in the pic on the far right I had to do a simple layout to locate the exact location of the pull pull cable exit holes. Once that was done all that was left to do was install the cables.

While actually tying up the cables, I prefer to have the radio system up and running to hold the servos at center and I also tape the rudder in place so that it does not move from its centered position.

From that point, to install the kevlar cables all you need to do is be able to tie a knot. Just leave plenty of room in your tension adjustment on both ends. Tie the kevlar to one end use 2-3 simple knots and secure the knot with CA.

Now go to the other end and repeat, pulling the kevlar as tight as you can get it and tie off. Once you are satisfied that it is as snug as you can get, take the rest of the slack out using the tension adjustments on both ends.

Once you have all 4 ends tied off and tight, apply a drop of CA to the knots and cut off the

excess kevlar. Thats all there is to it.

## MOTOR BOX ASSEMBLY



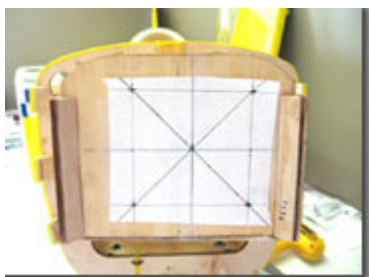
Installing the motor box was a snap. All of the parts actually fit together perfectly and mated with the fuselage just as it should.

The first step was to install the sides and firewall of the motor box. Just line it up and glue it into place per the drawings in the manual. Be sure to get the left and right side correctly oriented so that you get the right thrust lined up right. I used Pacer 30 Minute Z Poxy for the installation of all the motor box components



Once the motor box was dry, the final step is to install the provided corner stock to lock the motor box securely into place. Thats it, ready to install the engine.

## ENGINE AND EXHAUST



Once I had the motor box installed mounting up the engine was a routine task. First I laid out the footprint of the mounting plate.

### BME 110CC Gas Engine



BME110CC

**BME 110CC Gas Engine**

This engine has now been superceeded by the NEW BME 115 for the same price as the 110, \$1195!



Next, mark out the center of thrust per the instructions and then transpose the footprint of the motor mount onto the firewall and drill the holes.



Mount the engine to the standoffs and the standoffs to the firewall. Be sure to use a little Pacer Blue Threadlocker to secure the bolts in place. For this engine I used 50mm standoffs to achieve the 8 3/8" distance from the firewall to the back of the spinner. Thats it, just plumb it up and setup the throttle and we are done.

### Key Features

- For 100cc class 33-36% scale models in the 22-30 pound weight range
- Almost 2 pounds lighter than comparable 100CC engines
- Reliable
- Easy to start
- Excellent, fast service

### Specs

- **Type:**?2 - Stroke
- **Displacement:**?6.713 cu in (110.00 cc)
- **Bore:**?.811 in
- **Stroke:**??.299 in
- **Cylinders:** win
- **HP:**?0.5 B-HP
- **Total Weight:**?2.4oz
- **Prop Range:**?6"x10" thru 28"x10"
- **RPM Range:**??.000 - 7,000 rpm
- **Fuel:**?Gas/Oil mix 50:1
- **Muffler Type:** annister or stock mufflers

Download the manual in PDF format - [Click here](#)



XXXXXXX

## FUEL TANK



The fuel tank is a straight forward, 3-line system. The tank assembles very easily and quickly. The stopper does not have a screw clamp, but is secured by using a zip tie around the stopper and tank neck. As you can see I added a second clunk on the fill/drain line and marked the fuel, fill and vent lines on the tank itself to eliminate the potential for incorrectly plumbing.

To install the tank use a piece of the supplied blue foam and slip the tank into place and secure. The tank comes with large zip ties but I used one of my velcro "Tourniqets" from Fromeco.

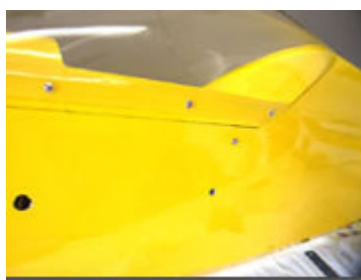
## CANOPY INSTALLATION



The canopy is a pretty easy assembly. Airborne Models has smartly had hardpoints installed in the hatch so that the canopy screws are in hardwood and will not vibrate out over time.

To install the canopy locate the hardpoints under the covering and mark them so that you can drill through the canopy and hatch at the same time. Once the hardpoints are identified, with the hatch bolted to the fuselage to ensure alignment, carefully tape the canopy in place and drill a 1/16" hole through the canopy and the hatch at each of the 6 screw locations. I hardened the holes with a drop of ZAP Thin CA.

With this done you will have to slightly rheem out the holes in the canopy to accept the provided vibration grommets. Its important to install these to prevent the vibration from wearing out the holes in the canopy. Once the grommets are all installed simply screw the canopy into place.



I replaced the metric screws and blind nuts that secure the hatch to the fuselage with 4-40 socket head bolts and blind nuts from [www.microfasteners.com](http://www.microfasteners.com). I did this mainly to add with the ease of assembly disassembly at the field that socket heads provide over a philips head.

## COWL INSTALLATION



Lets install the cowl. The instructions call for us to use screws to instal the cowl, but due to the inherent nature of giant scale planes and the need to remove the cowl fairly frequently I decided to use 4-40 socket head bolts and blind nuts. To do this I taped the cowl in place where I wanted it to go, and marked the location of the cowl mounting clips. Then I simply drilled the holes and as I drilled each holed I held it in place with a 4-40 bolt temporarily. As I drill each hole I checked the alignment to verify that the cowl was still centered in the front. Once I had all of the holes drilled it was just a matter of installing the blind nuts. I secured the blind nuts in place with ZAP CA Gel and once I had the blind nut tightened down I hit it with a little Kicker.



As you can see in the last picture, this cowl mounts up really nicely. I tried to make it look as clean as possible by using tapered vent holes on the bottom instead of a big ol' hole down there. Then I just laid out the slots for the muffler. Since this is a 1 piece cowl I had to cut elongated slots to get the mufflers to fit in there. Looks really nice. I will show you more later. You also get a sneak peak at one of the few upgrades I made to this plane a really beautiful Anodized Spinner from [Tru Turn Spinners](#).

## PROP AND SPINNER



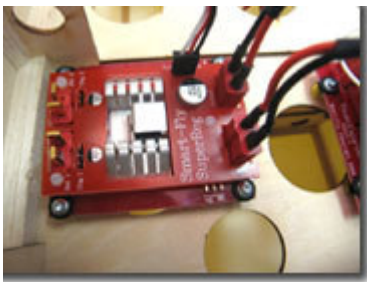
For this airplane I decided to go with a special prop and spinner combo. For the propeller I decided to go with the beautiful, well made piece of expert craftsmanship from [XOAR International](#) . I found that the 27x10 was the perfect prop for the BME 110 and it pulls like a freight train and looks as good as it pulls. From the digitally machined and pre balanced construction to the hand done finish these are some of the nicest looking and best performing props I have used in the 50 and 100CC class.

For the spinner I went with a brilliant new twist on a tried and true old friend, the Tru Turn Spinner in a Blue Anodized finish. These works of art come in several different colors but you can still get them from the folks at Tru Turn custom cut to you personal prop and hub specifications. Pictures just dont do this spinner justice, it totally changes the look of the plane. In a word, Awesome.

## SMART-FLY POWER SUPPLY SYSTEM



As you can see the Smart Fly Power Expander Sport is just right for your 33-35% plane. It has just enough channels to support the needs of a dual elevator servo and 2 servo per aileron setup. All we have to do is plug in the reciever to the expander and you instanly have 3 inputs per channel which is all you need. For a 40% setup that requires more servos, larger versions are available.



Super Reg. What I really like about this regulator is the adjustable output voltage. On the bottom right hand corner of the regulator in the pic you can see the 3 prong connection, just follow the instructions to increase or decrease the voltage by shorting either the left or right prong to the center prong.

### Smart Fly Power Expander Sport and Super Reg



[www.Smart-Fly.com](http://www.Smart-Fly.com)

**Smart Fly Power Supply System**

The Smart Fly Power Expander Sport provides a power distribution system for your aircraft that is light weight and compact. The unit is designed for all receivers end loading and top loading. The unit utilizes Dean Ultra Plug connectors for power. The unit provides filtered and regulated voltage to the receiver. The servos receive the input voltage directly from the power conectors. The unit has LED indicators for input and receiver power. All signals in and out have RF Filtering.

#### Power Expander Sport Key Features

- lightweight, 1.8oz, 52g
- Compact Design 2.6"x3.5"
- For End Loaded or Top Loaded Receivers
- Filtered and REgualted 5.0V power to the receiver
- Long Servo Lead line matching
- LED Indicators for Receiver Power
- Fully Buffered Signal Line for Each Servo
- Full RF filtering of all signals in and out of the units.
- Deans Ultra Plug Connectors

#### Super Reg Key Features

- Small: 2 3/4" x 2 1/4"
- Lightweight: 1.9oz
- 7.5A @8.4V in and 6.0V out
- Dual Battery Inputs with battery Isolation
- Continuously Adjustable Output Voltage: 5.2-6.5 Volts
- Individual Charge Leads
- Optional Fail Safe Switch and Charge Lead Package available

**Go the the Smart Fly Website! - [Click here](http://www.Smart-Fly.com)**



Above you can see how compact the unit is. In the center picture you can see the Fail Safe Switch. Its a simple pin configuration. Simply pull the pin to turn it on, insert to turn it off. Its that simple.

I also opted to leave the power to the Ignition separate so for this application I used the Smart Fly Ignition Regulator. It is set for 5.2V output. The regulator can operate at up to 3 amps. Just set it up using your 6.6-13V Lithium battery pack.

# CHECK IT OUT!



# FLIGHT REPORT

WELL!! What a pleasant surprise. After a few minutes of minor tinkering to bring the old BME back to life again she fired up and we were ready to check this baby out.

I found that the plane taxied well and handled with ease on the ground. The tailwheel does of good job of working with the rudder to get the plane where you want

it.

Takeoff was great, the plane rolled out nice and straight and lifted off quickly and predictably. Right away I knew that the CG was very close at the recommended 8.5" behind the leading edge at the root. The plane required no trim for level flight, just a little aileron trim and we were off. I will say at this point that to get to the recommended CG I had to add 1 pound of lead to the firewall to balance, which indicated to me that this plane is a PERFECT match for a DA100 or 3W106 or engine of equal power and weight.

Despite the extra weight the plane handled beautifully and flew surprisingly light. It was very stable and with a large 106" wing it handles 29 pounds with ease, even in high alpha. It tracks arrow straight in level flight and holds a nice straight line at almost any angle of climb or descent. It did pull very slightly to the canopy in a vertical downline which is pretty common.

Snaps were crisp and easy to control and as you can see in the video even with my modest skills I was able to perform some pretty decent snap rolls.

Knife edge was good, but the plane did tuck to the wheels a good bit, especially at increased throttle as in a knife edge loop. Its going to require a little mixing to get it to track straight on edge.

All aspects of 3D were very good. The plane spins, rolls, high alpha rolls, hovers and all the like with surprising grace for such a large 100CC plane. It was very easy to hover and after I get more than 3 flights under my belt I suspect that I will be testing fate on a regular basis.

Bottom line, if you want a plane that has the potential to be a VERY good IMAC plane and a solid 3D performer for a modest price, this very well may be your plane.

Check out the video to see her in action!



**Katana  
Flight Video (10 mb)  
CLICK HERE**



**Katana  
Flight Video (30mb)  
CLICK HERE**



# SUMMARY

Well, what a pleasant experience this turned out to be. This plane has surprised me in many positive ways.

This is a well built, heartily equipped and formidable giant scale IMAC airplane. I would say that it would be an excellent introduction into IMAC or 3D. It is definitely great for a sport flyer that wants a stable and easy to takeoff and land plane that will perform predictably. With a little carbon fiber diet you can easily make a good 3D plane into a serious 3D performer. It already performs surprisingly well for its size and relative weight for a 100CC plane, if you can get it down to about 27 pounds it should really come to life.

I would not only recommend this plane to the modeler on a budget, I would recommend it to anyone that wants a great flying plane that will perform with the best of 'em, and it's affordable to boot!

# CONTACT INFO



## **Airborne Models**

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Phone: (925) 371-0922

[www.airborne-models.com//](http://www.airborne-models.com//)

## **Futaba.**

### **Futaba Radios**

Website: [www.futaba-rc.com](http://www.futaba-rc.com)



## **BME Engines**

325 Whitetail Creek

China Spring, Tx 76633

Phone: (254)836-0835

[www.bmeengine.com](http://www.bmeengine.com)



**Quest Engineering & Development**

1328 East Cottonwood Lane  
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Phone: (480) 460-2652  
[www.smart-fly.com](http://www.smart-fly.com)



**Sullivan Products**

1 North Haven Street  
Baltimore, MD 21224  
Website: <http://www.sullivanproducts.com>



**ZAP and Pacer Adhesives**

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**Tru Turn**




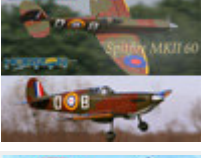









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The comments, observations and conclusions made in this review are solely with respect to the particular item the editor reviewed and may not apply generally to similar products by the manufacturer. We cannot be responsible for any manufacturer defects in workmanship or other deficiencies in products like the one featured in the review.



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Photo	Manufacturer	Product	Summary	Reviewed
			Phoenix RC provides us with a great looking simulator and functionality that truly envelops the	

	<b>Phoenix RC</b>	<b>Flight Simulator</b>	user. Put a fan on the desk and have someone stand behind you heckling your flying and it is darn close to being at the flying field!	03/18/2007 <b>New!</b>
	<b>Thunder Tiger</b>	<b>Raptor 50 Titan</b>	The Titan continues the successful pedigree of the Raptor line and its enhancements though subtle are worthwhile especially the ability to swing 620 mm blades as it lets the pilot put more of the torque of the 50 Hyper engine to the blades.	03/18/2007 <b>New!</b>
	<b>Hangar 9</b>	<b>F-22 Raptor PTS</b>	The Raptor PTS really blew me away. It literally took more time to unpack than it did to assemble.	03/18/2007 <b>New!</b>
	<b>Hangar 9</b>	<b>Spitfire Mk II - 60</b>	Hangar 9 has created a beautiful .60-size model of this famous British fighter. The Spitfire Mk.II 60 ARF offers realistic scale detail, such as full-function flaps and an UltraCote trim scheme that accurately represents the way this beautiful warbird appeared back in the winter of 1940.	03/11/2007 <b>New!</b>
	<b>Hangar 9</b>	<b>Showtime 50 with a E-flite Power 60</b>	Hangar 9 does it again; Enter the Showtime 50. A smaller version of the ever so popular Showtime 90. My choice of power system is going to be the E-flite Power 60 on 18.5 volts or a 5S pack of Electric Power lithium packs.	03/11/2007 <b>New!</b>
	<b>Team Losi</b>	<b>Micro-T RTR</b>	The combination of power and handling over most household terrain makes it a solid contender for an indoor mini. Outside, on fairly smooth terrain, it can prove itself to have quite a bit of potential as well.	03/04/2007
	<b>O'Donnell Racing</b>	<b>TGX1 temperature gauge</b>	The 2007 racing season is just around the corner, and you had better believe that the O'onnell Racing TGX1 is going to be in my pitbox.	03/04/2007
	<b>Slimline Products</b>	<b>Nitro Power Station</b>	The new Slimline Products Nitro Power Station (NPS) is unlike nothing you have ever used before and once you get your hands on one, you will wonder how you lived without it.	02/26/2007
		<b>RCU Audiocast Interview with Northe</b>	RCU Audiocast Interview with Northeast Sailplanes	02/19/2007
	<b>CBM</b>	<b>Capricorn 54 540EP Sport Boat RTR</b>	I can easily see the CBM Capricorn being a favorite among beginning boaters, and it does offer some impressive characteristics.	02/18/2007
	<b>Model Tech</b>	<b>Fledgling EP</b>	The Fledgling is a perfect electric trainer. This balsa built up model is large enough to use inexpensive standard servos and it's simple to assemble for the beginning hobbyist.	02/18/2007
	<b>Team Losi</b>	<b>Muggy</b>	The Losi Muggy strikes from the other end of the spectrum. While it does have the buggy-like characteristics of a truggy, there no doubt that it started life as a monster truck when it was on the drawing board.	02/07/2007
	<b>Hobbico</b>	<b>Electristar Select</b>	This traditional .40-size trainer design flies quietly and without needing a clean-up. The maintenance-free brushless motor and controller system provides plenty of power for either sport aerobatics or basic trainer fun.	02/07/2007

The Schumacher Rascal is one well-rounded mini.



**Schumacher**

**Rascal**

The .18 cubic inch motor is much more user friendly and powerful than the smaller powerplant found in other small trucks.

01/28/2007



**World Models**

**Super Chipmunk - 90**

World Models has done an outstanding job in putting together an ARF package that is well worth the money. Most modelers should be able to assemble this plane in about a week worth of evenings with standard tools.

01/28/2007



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