



The World Models **TAMECAT**

Looking for a fun sport flyer or a great second plane that offers more performance than your standard trainer? The World Models Tamecat EP is just what you need. This 4-channel prop jet model has all-wood construction covered with Lighttex, which comes printed with scale panel lines and markings. Don't let the Tamecat's fine lines and intricate patterns fool you; it can easily be put together in a weekend. The World Models includes easy-to-read instructions so that even the inexperienced builders can successfully assemble this model.



VIDEO ONLINE

Go to backyardflyer.com to see the Tamecat in action!

A FUN AND INEXPENSIVE WAY TO ENJOY THE MILITARY WARBIRD LOOK AT THE PRICE OF A TRAINER

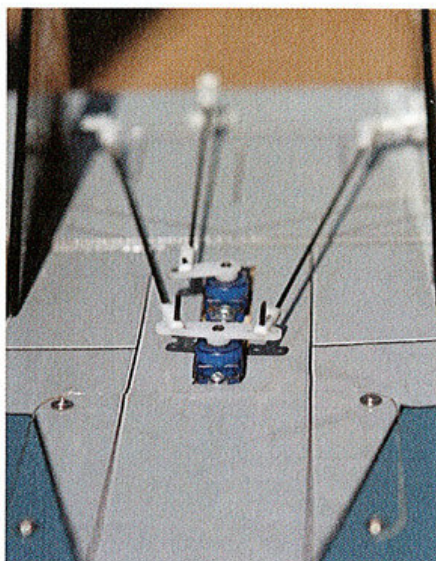
SPECIFICATIONS

- MODEL** Tamecat EP
- MANUFACTURER** The World Models
- DISTRIBUTOR** AirBorne Models
- TYPE** prop jet
- SMALLEST FLYING AREA** outfield
- WINGSPAN** 37.5in.
- WING AREA** 271.87 sq. in.
- WEIGHT** 24 oz.
- WING LOADING** 11.8 oz./sq. ft.
- FLIGHT DURATION** 10 to 12 min.
- PRICE** \$140

SCOREBOARD

- ⊕ Complete hardware package
- ⊕ Very nice pre-printed covering that shrinks down well
- ⊖ No steerable nosewheel

This package comes with landing gear and wheels, all motor mount screws, landing gear straps, full control horns, clevises, pushrods, straps, locknuts, cowling, washers, foam, double-sided tape, collars, decals, and a 12-page instruction manual that includes color photos. In addition there are CA hinges, an outrunner motor, spinner and folding prop. During assembly we used 5-minute epoxy and Zap CA. All hardware comes out of the box in separate bags. Each bag is labeled corresponding to the photos in the instruction manual. The only items we needed were a 4-channel radio with four microserves, 20A brushless ESC, 2-cell 7.4V 2100mAh LiPo battery, Y-harness, and one 6-inch servo extension. Its straight wing gives beginners the edge with aileron use and it's tame enough for easy controlled flights.



The radio installation is very straightforward and simple even for a beginner pilot.

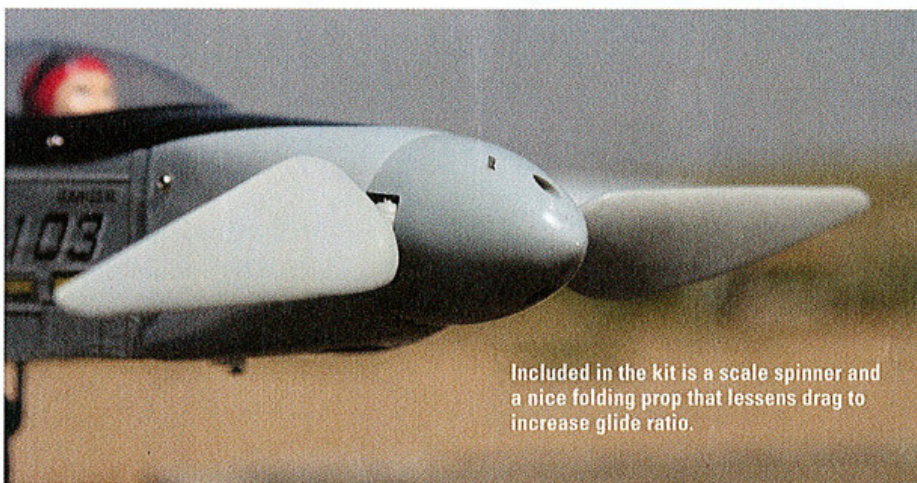
UNIQUE FEATURES

This scaled-down version of Jeff Troy's .40-sized version has all of the lines and features of its big brother. Building the model began with the main wing, a one-piece feature right out of the box. First, we started with the assembly of the fully operational ailerons. The ailerons were a breeze to install because of the string pull wires. The wings and ailerons were pre-cut for the CA hinges and slid in with little effort. All hinges were glued with Zap Thin CA. The Y-harness fit neatly into the fuselage without interference with radio equipment.

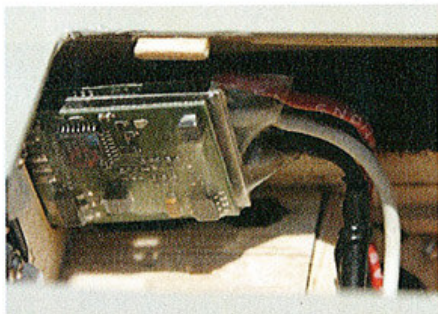
I used Hitec miniservos for this model. The stabilizer was glued in place with 5-minute epoxy and in no time we were ready to install the servos. The slots have been precisely measured for fool-proof accuracy. It is important to place the main wing on the fuselage in order to properly place the stab and ensure correct align-

ment. Be sure elevator movement is free and clear when gluing the hinges. I had to cut the covering from the model in several places. One tip: you must cut out the rear exhaust covering and the slots for the horizontal fins. Use a soldering iron for a smooth, trouble-free removal of the covering. The servos fit with no problem. The pushrods have been measured for accuracy, which eliminates the need to alter the length. The pilot is ultra light at only 0.9 gram and is factory painted and glued inside the cockpit with an easy fit. The canopy is factory painted and form fitted to the fuselage.

The colorful military decals come on a sheet and are easily placed on various areas of the model. Unfortunately, there is no instruction for its placement so the builder is limited to photos on the box or in the instructions. The Lightex, however, is masterfully detailed with sleek jet lines that add authenticity.



Included in the kit is a scale spinner and a nice folding prop that lessens drag to increase glide ratio.



There are plenty of access hatches making installation of your speed control, receiver and battery very easy.

A KM0283010 outrunner motor is included. This motor has a max speed of 12,000 rpm operating power with 180W operating voltage and a 6 to 12V Peak Current 20A (max 15s). The shaft diameter is 3mm and weighs 60 grams. I used a Phoenix 35A electronic speed control and mounted it onto the fuselage as recommended. The holes in the firewall come drilled with built-in right thrust.

CONCLUSION

The build was approximately 6 to 7 hours including drying time and decal placement. I recommend going to The World Models website where color instructions are available online to aid decal placement. A convenient and helpful addition would be a steerable nose gear that might add an additional ounce but is well worth the effort. Be cautious of the length of the wires, however. The fuselage is small so it may cause cramping of the wires. If you use too little then it might not reach from the ESC to the battery. ☉

See the Source Guide for manufacturers' contact information.



IN THE AIR



CONTROL THROWS

ELEVATOR $\pm 5/16$ in.

AILERON $\pm 1/4$ in.

RUDDER $+3/8$ in. $-3/8$ in.

I walked out to the middle of the runway and set the plane down facing directly into the wind. As soon as you throttle up you gain enough rudder control to keep the plane tracking straight. Once at full throttle I gently pulled back on the stick and the Tamecat was airborne. After reaching a comfortable flight level I trimmed the plane for straight and level flight. Three clicks of right aileron were all that was required for straight-and-level, hands-off flight.

It was a little windy and the Tamecat definitely noticed the bumpy ground effect. Being that this is a very lightweight model, it would be best to fly in low winds while learning the ropes. Next, I took the Tamecat up to altitude to try some mild aerobatics. Loops and rolls were no problem for this little plane. Also, inverted flight was very stable and required minimal down-elevator. While I was checking out the limitations of the plane, I decided to perform some stall tests. Both inverted and right-side up, the Tamecat stalls straight forward with no surprises.

Finally it was time for landing. I brought the plane around and lined up with the runway. I slowly decreased the throttle and the plane settled in nicely. As the plane got closer to the ground, I gently flared and added a little power to slow my descent. At this point, the F-14 heritage of this plane showed itself very clearly. The nose rotated toward the sky and the plane assumed a very comfortable jet stance until it touched down on the main gear and settled onto all three wheels.

STABILITY The Tamecat is very stable and forgiving making it great for beginners and pros alike.

TRACKING While the Tamecat is no pattern plane, it flies very straight considering how short-coupled it is.

AEROBATICS Basic loops, rolls and stall turns are easily performed with this plane.

GLIDE & STALL PERFORMANCE The included folding prop helps to clean up the airframe to increase glide performance. Stalls are almost unnoticeable thanks to the high wing and flat-bottom wing.

PILOT DEBRIEFING For Sunday fun or building confidence in a newer pilot, the Tamecat definitely fits the bill. Also, if you have limited flying area you will definitely be pleased with the Tamecat's performance.

GEAR USED

DRIVE SYSTEM direct drive outrunner motor (included)

RADIO JR XP8103, Hitec receiver and four Hitec 55 servos

BATTERY Impulse Power 11.1V 2100mAh LiPo battery (included)