

Jeff Troy

Venom Air Corps Park Fighters, Pt. 2



World War II rivals make for impressive aerial combat in this new EP series.



Specifications

- Wingspan: 34 inches
- Area: 188 square inches
- Length: 27 inches
- Weight: 14.65 ounces, less battery and RC
- Power: V20L brushless

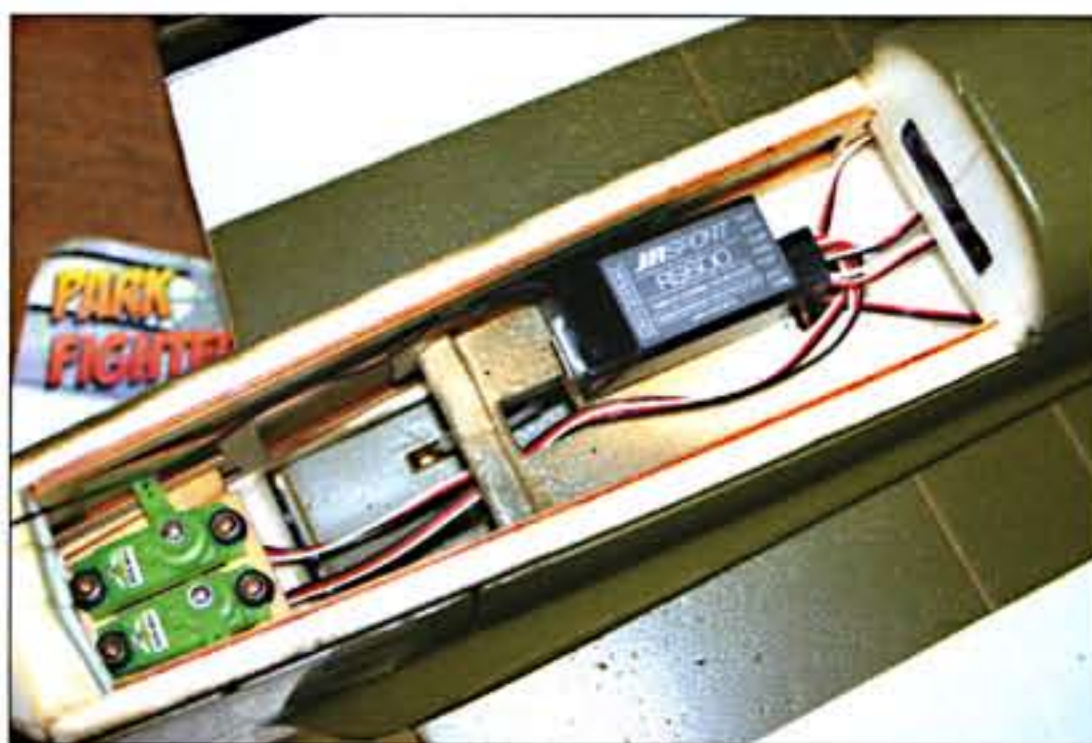
ARF Kit Features

- Fully assembled components
- Factory-installed V20L motor
- Factory-installed 25-amp ESC
- Factory-installed servos
- Extensive graphics sheets
- 12-page instruction manual

Two World War II fighters are now available from Venom Air Corps. The four-channel, electric-powered airplanes come with their V20L brushless motors, ESC's and servos all factory installed, and their flight performance can earn them a position at the head of any list of sport combat airplanes.

Venom's Park Fighters consist of a P-51 Mustang and a Mitsubishi A6-M "Zero." The models look great and go together quickly. They come almost entirely factory assembled, requiring little more than an hour or two on the bench before heading for any local "Pacific Theater." As described in the previous issue of *Hobby Merchandiser*, assembly begins with inserting the horizontal stabilizer into the slot in the rear of the fuselage. Use foam-safe CA to install the elevator panels, and that completes the rear end.

The brushless motor and gearbox comes factory installed, so mounting the propeller and spinner are the only additions required up front. The large P-51 red spinner press fits over the motor shaft, and Venom even includes a spare propeller and a screwdriver in each of the two Park Fighter kits.



Three Venom sub-micro servos and a V Series 25-amp ESC are all factory installed. Modeler adds only receiver and transmitter to complete the electronics, and a 3-cell LiPo pack to complete the electrics. Geared V20L brushless motor comes installed.

The canopy is glued to the removable hatch and the main landing gears are installed in the wing with two screws to hold each leg. That completes assembly of either model.

Large sheets of graphics allow for plenty of aircraft choice, and the Mustang has great invasion stripes that aren't prone to wrinkling when they're applied over the wing panels. Servos and linkages are factory installed, and only the receiver and transmitter are necessary to complete the radio installation package. I added a JR SPORT R600 receiver and my XP9303 transmitter to complete my RC setup, and Brandon used a JR 10X transmitter and JR's four-channel micro receiver in his Zero.

Venom Air Corps has been relentlessly adding to their product line, and one of their latest additions is a series of two and three-cell Li-Po batteries. I chose a 3S 1800mAh pack for my Mustang, while Brandon opted for the 3S

2200mAh pack. Getting these batteries into the models requires a bit of cutting under the cowl, but it's all explained in the instructions and the modification is not a very difficult thing to perform.

Airplanes finished, balanced and adjusted for direction and deflection, we headed for the Lancaster County RC Club field for our maiden flights.

These models are capable of ROG (rise off ground) takeoff without any problem, although doing it on a grass runway requires a bit more technique than it would on a paved surface. Throttle up quickly with full up elevator to get rolling, then immediately flatten the elevator while the model builds up enough speed for takeoff. Then, just a touch of up elevator will cause the model to rotate and head skyward.

It may sound great on paper, but I tripped the landing gear in a rut and nosed the Mustang over on my first try, even though Brandon took off without a hitch. Never one for doing stubborn when I don't have to, my second attempt was with a solid hand launch from Mike Geiger.



Venom Air Corps Mitsubishi A6M "Zero" on the wing with HM Car Report writer Brandon Wright on the sticks.

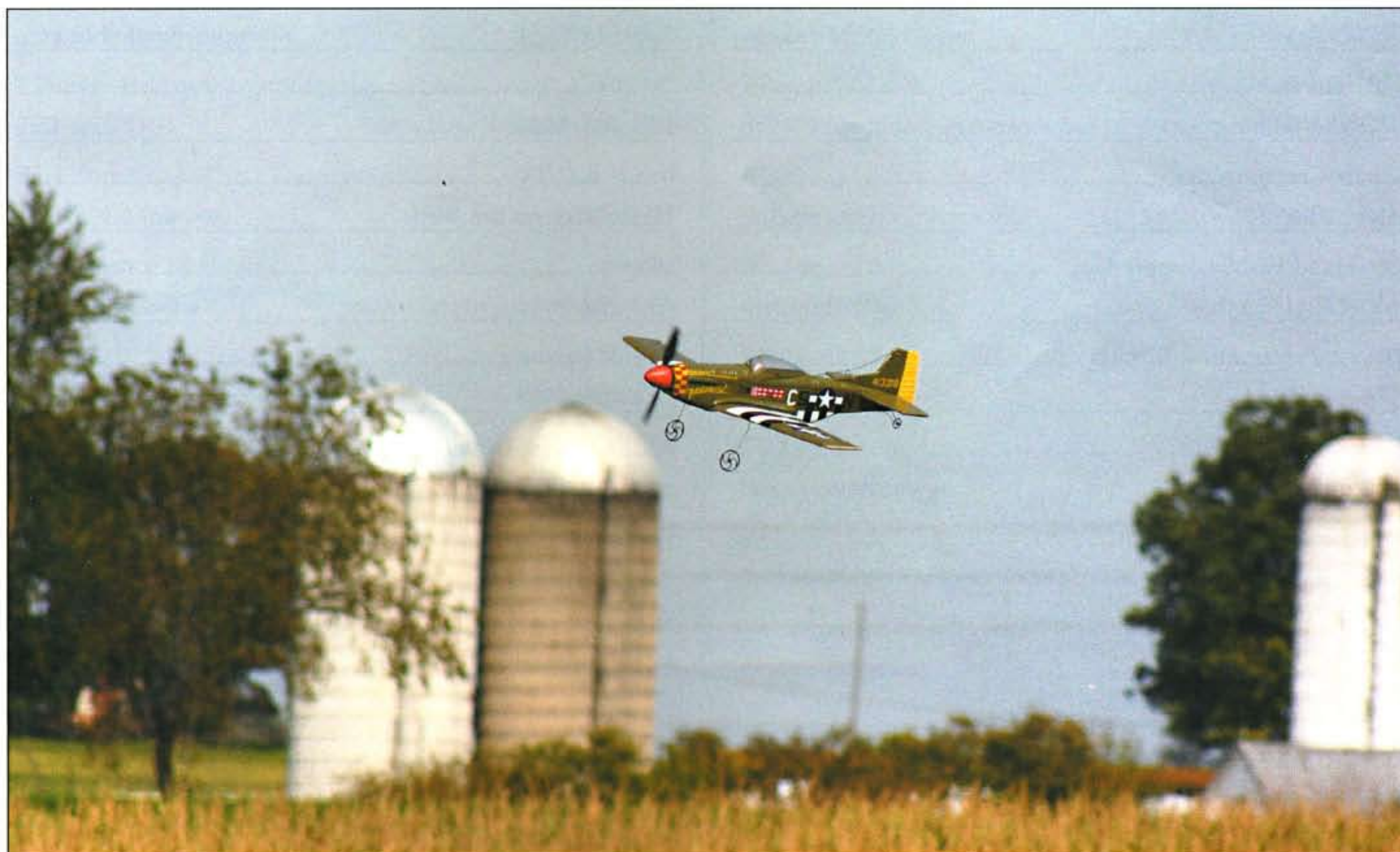
These models fly well, but they must be correctly balanced. We didn't realize that our Zero was a tad tail heavy, and it was a real handful in the air until we landed and made the correction to our center of gravity.

The combination of Venom's brushless motor and factory-installed brushless ESC is very good, and adding one of the new 3S Li-Po packs

makes it outstanding. These models have gobs of power, and really look great in high-speed, low altitude flypasts.

Slow victory rolls, split-S turns and graceful wingovers are impressive, while procedure turns and low-level strafing runs mimic full-scale warbirds very convincingly. Like any fighter worth its guns, these models will snap if they are allowed to fly too slowly, so each model should be tested for stall point at a safe altitude. The payoff will be optimum performance and realism in flight.

For additional information about the Venom Air Corps Park Brushless Fighters, see the ad on page 57, visit the Web site at www.venom-racing.com, or telephone the Venom Group at 208-762-0620. **HM**



Venom's P-51D Mustang is especially realistic in flight for such a small model. Brushless top end speed is high.