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**The Next Meeting: Thursday, July 6,  
at the South Lyon field on Rushton Rd  
Start and flying time: ASAP  
Final Meet Plans**

**Model Electronics P-51  
from Watts Current - Dec. '94  
editor: Rich Simpson**

I just finished building a new P-51 from Model Electronics. It's an all foam model with a few wood bulkheads. The injection molding work on the foam is really good. I am not into scale paint jobs, so I just painted the wingtips red to be able to see it and left it at that. I am using the "War Emergency" motor with a 6:1 gearbox they provide, a 13x7.5 folder and 10 cells. The sound of this high-speed motor and gearbox in a powered dive is... wicked.

I flew it twice today... almost destroyed it the first time out (ailerons reversed!). The second flight was great. It will go straight up vertically almost forever and will do lots of aerobatics.

This is my first non-glider type electric and I am happy with the results. The P-51 is a bit weird to launch because there's no fuselage under the wing. You have to grab it from behind the wing and balance the weight of the battery/motor which is all forward. I didn't have to run or even walk, I just pushed it forward. The wing comes

with mounts for a landing gear, I might give in and put one on.

For the first time in my modeling life, I followed the instructions and set the control-surface throws as per the instructions.... for tomorrows flights I am changing everything! No, just the ailerons, they need twice the throw the diagrams suggest.

Pete @ Model Electronics said that the Zero is injection-molded with the wing skins already in place, so you wouldn't have bare foam like I do on the P-51. What is amazing about this model is that they put in the control linkages for the ailerons, spars, hinges and gear mount into the mold. There's basically no slop in the aileron mechanism right out of the box. This is unlike the days when I flew wet power and decided to try one of Combat Models' foam F-16's. The finish wasn't as good and it was heavy.

This foam job was made by Kyosho a long time ago, they couldn't get it to fly very well at all 'cause they were trying with six cells, direct drive (ROFL! !!). Peter @ Model Electronics apparently

## Ampeer

**What's  
in this  
issue?**

**MEP P-51 - European vs Sermos - Building the Begin-Aire -  
Parable of Beauty - Building Light - Electric Glider Tug & SR  
Max Motor - June Meeting and Midwest Demo Fly-in**