



Jeff Troy

Flight Report

FuntanaS 90 Part One

Sebastiano Silvestri's KatanaS design proved successful as a 40-class sport model. Here's the new 90-size airplane from Hangar 9 — bigger and better!



I've noticed a strange phenomenon, not only at my own local flying field in Pennsylvania, but on flying fields all across the country. More and more helicopter pilots are flying circuits, loops and rolls, while just as many fixed-wing pilots are concentrating on keeping their models in a very tight box — and learning to hover!

Rather than buck the system, I've been having a lot of fun with 3D flying, too. Many of the models I've recently reviewed have been designed for this new style of sport flying, and one of the nicest models I've seen to date is the new FuntanaS 90 from Hangar 9.

The model's airframe components come completely covered and factory assembled. Only final assembly is required of the modeler. The fiberglass cowl and wheel pants are molded



Trailing edge root fillets are secured to the wing panels, then the horizontal stabilizer and the vertical fin are

installed. Except for the side-to-side position of the horizontal stabilizer, installation of all these parts is self-aligning.

works of art, with no sags or visible weave, and they're factory painted to match the Funtana's striking yellow (and transparent blue) UltraCote covering. Wood quality is excellent and the laser cutting is clean and crisp. The

parts are relieved with lightening holes wherever possible, and interlocking construction is used to assure maximum strength.

Assembly begins with installing the two aileron servos and hinging the ailerons. The wing panels are fitted to the fuselage over a sturdy aluminum tube joiner, then the huge rear wing fillets, horizontal stabilizer and vertical fin are mounted. I used Hangar 9's 30-Minute Epoxy for these fixed

components, then hinged the elevator panels and rudder with NHP thin CA. Now I was ready for the RC system.



Specifications

- Wingspan: 69.5 inches
- Length: 68.5 inches
- Area: 1107.8 square inches
- Weight: 8 to 8.5 pounds
- RC: 4 channels, 6 servos
- Power: .91 to 1.00 four stroke
.61 to 1.00 two-stroke

ARF Kit Includes

- Factory-assembled and covered airframe components
- Factory-painted fiberglass cowl, landing gear and wheel pants
- Wheels, fuel tank and engine mount
- Complete hardware package
- Crystal clear canopy
- 44-page assembly manual

I selected the latest radio from JR for my Funtana, the new XP9303. My system came with a 9-channel PCM receiver, four S811 digital servos and an 1100mAh receiver pack. I added two more 811 servos, a heavy duty JR charge/switch, three 18-inch and two 12-inch servo extensions, and five JR extra long servo horns.

Radio installation couldn't be easier, and the Funtana even has the holes for the servo mounting screws laser cut into each servo bay. Pushrods are short and slop free because each servo mounts near its respective control surface. For maximum reliability, each of the Funtana's pushrods uses a 4-40 threaded metal clevis at one end and a heavy duty, 4-40 threaded ball link at the other.

Engine range is tight for the Funtana, requiring a two-stroke glow engine from .61 to .100 C.I.D. or a four-stroke glow engine from .91 to 1.00 C.I.D. to deliver the performance pilots will expect. I chose Saito's Golden Knight 100 four-stroke, handsomely powder coated in semi-gloss black, with gleaming brass-plated valve covers.

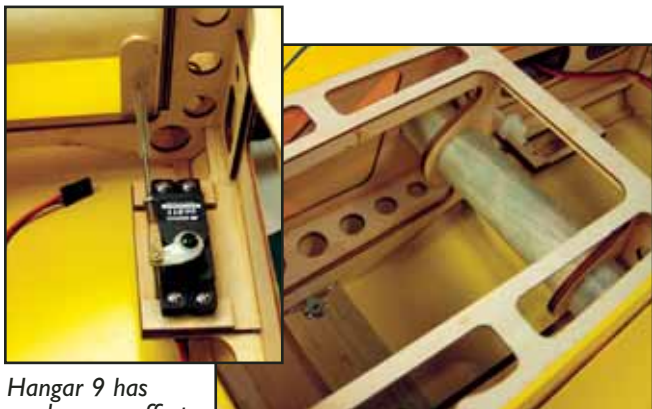
Mounting the big Saito only takes only a few minutes because Hangar 9's composite mounting rails are correctly spaced to accommodate this engine. Best of all, two socket head screws allow the Saito's carburetor to be rotated, which makes it possible to locate the throttle pushrod in a straight line between the servo and the throttle arm.



Jeff Troy selected the Saito 100 Golden Knight four-stroke engine and JR's new XP9303 RC system for the Funtana.



Hangar 9's FuntanaS 90 nears completion. Part 2 will highlight JR's XP9303 RC system and Saito engine, and show the model in flight.



Hangar 9 has made every effort to keep this model as light as possible. Interlocking, laser-cut construction assures maximum strength and minimal weight.

After my Saito four-stroke engine was mounted, I added a Great Planes Fuel Filler Valve and a Sullivan Products Remote Glow Plug for service convenience, then began to fit that beautiful, painted, fiberglass cowl.

Before attempting to fit the cowl to the fuselage, I used a collection of clear plastic strips, each with a hole at one end, to indicate where the various cuts in the cowl would be made. For example, I taped one strip over the top of the fuselage so the hole was centered over the engine's needle valve, then another with the hole centered over the fuel filler valve. Four more strips were centered over the holes for the cowl mounting screws, and so on until every part that required an access hole in the cowl was clearly indicated by a hole in a plastic strip. Next, I fitted the cowl over the engine, gently lifting the end of



Saito 100 Golden Knight four-stroke, Great Planes' Fuel Filler Valve and Sullivan Products' Remote Glow Plug on the front end.

each strip so the cowl could pass beneath. When the cowl was in the correct position, I used the strips as templates for marking each hole's location on the cowl.

After removing the cowl and plastic strips, a router bit in a motor tool makes quick work of getting the holes started, and the final access shapes can be drilled or filed, or even sanded with various Perma-Grit tools.

The Funtana's sturdy, one-piece aluminum landing gear is factory painted to match the fiberglass parts. It mounts under the belly with a pair of 8-32 screws. Unlike

most of the other ARF kits I've built, the Funtana's fiberglass wheel pants take only a few minutes to mount. There are no reinforcing plates to sand to contour and epoxy inside the wheel openings; this is already taken care of at the factory. The builder has only to hold the pants in position over the axle and mark the location of the two mounting points on each pant, then drill at the marks for the fasteners that will hold them to the gear legs.

The FuntanaS 90 comes with a huge canopy, crystal clear acrylic with a factory-painted perimeter. I haven't yet decided on the pilot figure I will use, but there's more than enough room for almost anything under that clear lid.



Access holes in cowl for muffler, needle valve, fuel filler, valve covers, remote glow plug and cowl mounting screws are located with clear plastic templates, then marked and cut or drilled to size. Finished cowl is neat, clean and uncluttered.

In Part Two of this review, I will show you more of the JR XP9303 radio system's features and tell you more about the Saito 100 Golden Knight. I'll take you through setting up the airplane's control surfaces and giving everything a last-minute check, then, when all the assembly, setup and preparation bases have been covered, Harris Malkin and I will show you just how well the FuntanaS 90 performs. So far, it's been is one of the nicest almost-ready-to-fly airplanes I've assembled, and I'm looking forward to the first flight — and many more to follow.

For more information about the Hangar 9 FuntanaS 90, see the ad on pages 6 and 7, or telephone Horizon Hobby at 217-352-1951. **HM**



Gleaming yellow Hangar 9 UltraCote finish looks exciting and provides excellent visibility. Graphics are factory applied.