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R/C Report

Park Zone P-47D Thunderbolt

Customer applied details can bring an already good model alive.

In 1940 Republic Aviation designers Alexander de Seversky and Alexander Kartveli started with a sketch of the most powerful engine and supercharger combination then in production and drew an airplane around it. The result was the P-47 Thunderbolt, the largest and heaviest piston engine fighter ever produced and one of WW II's most famous fighter aircraft.

Packing eight .50 caliber machine guns, four in each wing, the "Jug" as it was most widely known, was incredibly versatile and rugged. Effective as an air combat fighter, it could also deliver a vast array of ordinance and was able to dish out a huge amount of punishment while absorbing a tremendous amount of battle damage. With the introduction of the P-51C Mustang in 1944, the Jug was regulated to ground attack missions.

This latest offering from ParkZone continues the genre of warbird aircraft that has a proven appeal to a broad segment of aviation enthusiasts. For production, ParkZone chose the bubble canopied version of the Jug, easily the best known of the two versions produced by Republic.

The model is constructed of Z-Foam and authentically painted and detailed. The markings are factory applied, and the model looks quite authentic—especially for a molded foam product.

Assembly is minimal and you could easily prep this model for flight in a comfortable evening's time. The installed brushless .15 size outrunner electric motor provides more than adequate power. Power is supplied by the common 3S 11.1V LiPo battery, which has become the standard



for this size airframe/motor combination.

The stock airframe is supplied with fixed landing gear and includes some great looking wheel well doors that simply snap onto the wire strut. For those interested in flying sans landing gear, the Jug comes with a clear belly skid that attaches to the bottom of the fuselage using double sided tape.

Optional accessories include built-in flap servo pockets as well as the necessary control horns and linkages to make the flaps functional. It's as simple as adding the flap servos, cutting out two small foam wedges, sawing through the flaps with a hobby knife and gluing two optional #PKZ1081 servos in place with a drop of hot-glue. An electric retractable landing gear system #EFLG100 is also available and was chosen for use on the review model. These extras, flaps and retracts, not only provide additional scale realism, they are highly recommended features and provide your store with another opportunity for add-on sales.

This model is a Plug-N-Play (PNP) model. Although the major components are installed, a transmitter and receiver are needed for completion. Selected was a Spektrum DX8 transmitter #SPM8800 and AR600 Sport receiver #SPMAR600.

When it came to flying the P-47 there were no surprises. It doesn't take much throttle to begin the takeoff roll, and the tail comes up quickly. Once airspeed is obtained, all that is needed is to gently apply some up-elevator and the



A wheels-down, flaps-down "dirty" pass during a gloomy spring afternoon demonstrates how well the weathering adds detail and personality to an already great flying airplane.

model is airborne. The airplane has a wide speed envelope and, once the landing gear is retracted, the airplane really moves out. Rudder authority is solid both on the ground and in the air. During flight, coordinated application of rudder and ailerons is de rigeur for scale-like turns. The optional flaps are quite effective and have no noticeable effect on pitch while really slowing the airplane down. With the throttle brought to idle, the Jug settles in for a smooth landing every time.

Today's R/C consumer of air products is faced with a number of high-quality choices, but those looking for a quick-building scale-looking model can't go wrong with the ParkZone P-47.

Adding Life with a Badger Airbrush

The color scheme depicted on the ParkZone P-47 is of the Ninth Army Air Force, stationed in England during WW II. The ninth's role was tactical ground support, and the airplanes were subjected to an extreme amount of punishment from ground fire. As a result, the ninth's Jugs were well worn, less than pristine examples of WW II aircraft. Out of box the P-47 looks great, but it also creates an opportunity for end users to customize the airframe. Airbrushing and acrylic paints are

perfectly compatible for these foam airframes. And since they are e-powered, there is no concern for fuel-proofing.

To add some life to the model, a Badger 100LG airbrush was used along with Badger's Weathering and Railroad Offline Colors set #1706. The paint set contains seven colors, which were used to make the review model appear like it had seen a lot of airtime and more than its share of combat activity.

Weathering is not at all difficult and is subject to interpretation. The most important part of weathering is to maintain symmetry on the model. That said, all that is needed is to look at a photograph of the full-scale example, load the paint cup with the appropriate color, and begin spraying. For the Jug, weathering began by painting streaks to represent cordite stains from the gun barrels, and smudged

exhaust stains were added to the cowl and supercharger outlets. Since the ninth operated from grass airfields, dirt and mud stains were added to the bottom of the airplane. The effort only added an evening to the build, and the results were well worth the little time and effort.

All hobby stores should inventory a selection of airbrush supplies. Make sure you keep these items in plain view and suggest to your customers the option of individualizing their purchases. **HM**



Detail was added using a Badger #100LG airbrush and #1706 Weathering and Railroad Offline Color Set.

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