

PARK FLYERS RC

# Mustang

## P-51D<sub>RTF</sub>

by Frank Masi



I've always been interested in RC aircraft, but several minor obstacles blocked my path to earning my wings. First, as an RC car guy, I am a little intimidated by the knowledge that with an aircraft, I can't just hit the brakes and recover my orientation if I lose it. Second, there's the gravity thing; cars crash on earth. Planes? Well, they have a long way to fall. Of course, don't get me started on trees.

I recently got my hands on an indoor trainer/gym flyer and decided to step up to the plate. No preparation, no sim time, utter recklessness—just the way I like it. I literally charged the model, put it down on the tarmac and pinned the throttle. I was flying!—not for long, but despite a few botched attempts, the basics of RC aircraft piloting had found their way into my cranium.

After becoming thoroughly hooked by my little plane, I began to eye the daily UPS shipments that bore the names of the *Fly RC* editors. The Parkflyers R/C Mustang P-51D's arrival spurred an impassioned plea to them. It was just what I was looking for as a "step-up" aircraft: larger, a complete RTF and, best of all, it was a plane that even I, a complete neophyte, easily recognized. They agreed and assured me that the Mustang would be a good challenge for my noob capabilities. I couldn't wait to hit the ... oops! I should say go to the field.

PHOTOS BY WALTER SIDAS



With the exception of a few AA batteries, everything required to get airborne is included in the Mustang's box. Parkflyers R/C includes a spare prop, a flight-sim DVD and a USB cable that connects the transmitter to your PC.

**SPECS****PLANE:** P-51D Mustang RTF**MANUFACTURER & DISTRIBUTOR:** Parkflyers R/C**TYPE:** Scale electric warbird park flyer**FOR:** Beginners to intermediate pilots**WINGSPAN:** 29.25 in.**WING AREA:** 149.5 sq. in.**FLYING WEIGHT:** 12.2 oz.**WING LOADING:** 11.8 oz./sq. ft.**LENGTH:** 26 in.**RADIO:** 3-channel required; flown with Parkflyers R/C 72MHz 4-channel FM transmitter, 6-channel micro-receiver (included with RTF kit)**POWER SYSTEM:** Parkflyers R/C Speed 300 motor, E-Fly 100 micro ESC, Parkflyers R/C 11.1V 3S 450mAh LiPo battery**FULL-THROTTLE POWER:** 6.53 amps, 67.9 watts, 5.57 W/oz., 89.1 W/lb.**TOP RPM:** 4,785**DURATION:** 8 - 10 min.**MINIMUM FLYING AREA:** Ballfield**PRICE:** \$119.99**COMPONENTS NEEDED TO COMPLETE:** AA batteries for transmitter**SUMMARY**

As a first RC airplane, the P51-D Mustang might be a little too fast and reactive for some. For those who have some high-wing, slow-flying experience, however, this Mustang is a perfect gateway into the world of electric warbirds. It looks terrific and flies really well, and it's among the most complete RTF packages on the market.

## An impressive first warbird

## PARK FLYERS MUSTANG P-51D RTF

### AIRBORNE

After a final range check and an inspection at the field, I throttled up the Mustang to full and tossed it into the sky. The climbout is very good considering the plane's modest power system. A few degrees of up-elevator are recommended, but the Mustang will climb with throttle (the motor's neutral thrust line is responsible for this). This is good for novice fliers, as adding throttle can help the plane to pull out of most blunders. The elevator definitely has more response, and it out-pulls the ailerons—a condition I'd like to see reversed. More aileron throw would definitely make the Mustang more appealing to experienced fliers, but for me, the reduced throw was a safety feature of sorts.

As I suspected, the Mustang is a predictable flyer that goes where you point it, and given my limited history with RC aircraft, I thought it quite speedy. It can climb aggressively, but it can also be flown at well below half-throttle for slow and lazy passes within inches of the ground. It will loop and roll from level flight, and the control response inevitably slows with a reduction in airspeed.

Even though the elevator was more responsive than the ailerons, I wasn't able to induce a high-speed stall by pulling too hard. In other words, this Mustang isn't likely to bite you, even if you don't have your smoothest hand on its reins.



When it's time to land, keep the wings and fuselage level and smoothly pull the power back. As the Mustang gets close to the ground, kill the power and ease the nose up slightly to flare and settle into the grass.

### THE COMPLETE PACKAGE

Parkflyers R/C went to great lengths to make the Mustang an absolutely complete RTF. The plane has two main sections: the fuselage and the one-piece wing. Both arrive painted and detailed. The included 3-channel FM transmitter controls the throttle, ailerons and elevator, and the 300-size motor gets its marching orders from Parkflyers R/C's own E-Fly 100 micro speed control. A 450mAh, 11.1V LiPo battery and an AC-powered balance charger are included. And if you ever need spare parts, they're readily available and inexpensive.

### ABBREVIATED PREP TIME

Getting the Mustang from the box to the field couldn't be simpler. The aileron servo is in the wing; plug it into the receiver before you attach the wing to the fuselage. To ensure adequate clearance for the aileron servo, install the receiver as far forward in its bay as you can get it. The wing slides snugly into place and is secured with two nylon screws. I was nervous about damaging something the first time I put all these together, but it went just fine. My preassembly inspection revealed a broken clevis in the aileron linkage. Fortunately, the kit includes a few spares. I was skeptical of the tape hinges on the ailerons. There's nothing wrong with this style of hinge, but the tape was peeling back a bit and will probably have to be replaced sooner rather than later.

The battery is charged in about 90 minutes, and you install it



A microservo handles the ailerons, and it's neatly embedded in the Mustang's one-piece foam wing. I replaced the black decal stripes with black electrical tape, which offers better adhesion.

The included 6-channel receiver sits above (or below, depending on your orientation) the wing's saddle. The receiver must be mounted as far forward as possible to allow clearance for the aileron servo's linkage. Two nylon screws hold the wing securely in place.



beneath the clear canopy. I looked for some type of mechanical latch mechanism, but the canopy is held by small magnets—a very nice feature. After this, it's just a matter of doing a radio check, and the Mustang is then ready to go.

### CONCLUSION

Obviously, my favorite Mustang feature is its appearance. It looks fantastic, and its geared motor generates a sound that reminds me of every WW II movie dogfight I've ever seen (I half expected to hear machine-gun reports!). The model presented me with quite a challenge, and I had a lot of fun earning my warbird wings. ☺

### Links

Parkflyers R/C, [www.parkflyers.com](http://www.parkflyers.com)  
(800) 470-8932,  
For more information, please see our source guide on page 169.

