This foamy warbird is BIG fun!
Author’s Opinion
With this seriously-sized 1700mm-wingspan P-47, FMS has taken the saying “go big or go home” quite literally. Preconceived notions that foam composition models are confined to parkflyer-sized airplanes will fly straight out the window when you take the sticks of this big warbird. It’s “presence” in flight is impressive, it’s performance solid and stable. With an attractive abundance of both aesthetic and functional scale features, this quick assembling model makes flying a large, .60-size warbird easy and affordable.

**Key Features**

> This .60-size warbird model can be assembled and ready for flight in about two hours.

> A full set of electric landing gear includes sequenced gear doors and a retractable tail wheel with operating gear doors.

> The included four-bladed propeller enhances the scale appearance of this P-47 on the ground and in-flight.

> The included pair of bombs snap onto weapon pylons and are easily removable.

**Pros**

> The level of detail in the cockpit and included pilot figure is noteworthy and impressive.

> The bulk of the graphics are factory applied. An additional sheet of scale panel markings can be applied to boost the scale realism of the model even more.

> The electrical connections (aileron, flap, landing gear, gear door and wingtip lighting) in each wing are all combined into one connector, greatly simplifying the removal of the wing halves for transport or storage.

> The included brushless power system, four-bladed prop and relatively lightly-loaded wing creates believably scale looking in-flight performance.

**Cons**

> The aft end of the removable cockpit does not fit flush to the fuselage and thus slightly detracts from the aesthetics of the model.

**NEED TO KNOW**

**MANUFACTURER:** FMS  
**DISTRIBUTOR:** Diamond Hobby  
**TYPE:** Scale warbird  
**PNP electric**  
**FOR:** Intermediate sport pilots  
**MINIMUM FLYING AREA:** RC club field  
**PRICE:** $379.99  
**NEEDED TO COMPLETE:** Includes brushless power system, servos (eight 25g metal gear and one 17g) and electric retracts. Requires minimum six-channel radio system and 6S 3300-4000mAh LiPo battery.

**ASSEMBLY TIPS**

Several of the larger foamy warbirds that I have built recently featured 100-percent glue-less assembly. I particularly like models that employ this technique, as it is easy to remove and replace damaged pieces should an unfortunate crash occur. Though this FMS warbird is tooled in such a way that it appears to be entirely capable of being assembled without glue, no provision for attaching the tail with fasteners is detailed in the manual. The assembly manual instead details gluing the horizontal and vertical stabilizers In place. I therefore used the included tube of contact cement-style adhesive to glue the empennage in place, as well as the under wing rails to which the removable bombs attach. The large foam wing filler blocks that blend the wing halves into the fuselage were also glued in place using the included adhesive. I used five-minute epoxy to attach the various scale details included in the kit.

*Photos by Amelia Barnes*
IN THE AIR

Foam-based models used to be associated with that quick trip down to the local park for a flight or two. However, with a wingspan of nearly six feet and an all-up weight of around ten pounds (my completed P-47 weighed in at 10 pounds 8 ounces using a pair of Thunder Power 3S 3800mAh LiPos in series), this foamy warbird is best flown at a true club field. While getting acclimated to how the P-47 handled during taxiing, I found that I barely had enough tail wheel steering authority to manage a 180 degree turn on the runway. I was able to get a little more by maximizing the travel adjustments in my transmitter programming, but additional throw beyond that is only attainable via a servo horn change-out. I decided to fly the maiden flight using a pair of Thunder Power G4 3S 3800mAh LiPos in series. These batteries fit into the somewhat cavernous battery compartment with a little room to spare. I like that the battery compartment is molded with a forward-sloping angle. This helps keep the LiPos securely in position and helps prevent them from any sudden in-flight shifting during aerobatic or abrupt maneuvers. The forward edge of the removable canopy/hatch further secures them in the battery compartment.

With a final control surface verification and range check completed, I aimed the nose of the big P-47 into the wind. The winds for my maiden flight were a little on the blustery side and across the runway at a 45 degree angle. Given the heft of this formidable foam warbird, I was pretty confident that it could easily handle the weather conditions. I dropped the flaps to the first position and slowly eased the throttle forward. The P-47 tracked very nicely down the runway, with minimal rudder input required to keep her straight. With the aircraft up on the mains and accelerating, I slowly feathered in up elevator and watched with a smile as she smoothly lifted off with all of the grace of a real warbird. I decided to retract the gear but leave the flaps deployed for a few minutes, in order to keep the net airspeed slow enough for my daughter to snap some photos. Most conventional composition (wood and balsa construction) .60-size warbirds feel somewhat "heavy" in the air but the FMS 1700mm P-47 feels noticeably light in flight. I was a little surprised at just how slowly I was able to fly it around the pattern. After a few passes, I pulled the flaps up and started feeding the P-47 more throttle. Though the scale-looking four-blade prop is quite the sight in-flight, it does not really propel the big warbird across the sky with as much energy as some pilots will desire. I personally enjoy a model that replicates the flight performance of the full-size airplane as closely as possible. And the brushless power system that FMS has chosen for this model does a very good job of doing just that. Though the perceived speed at full throttle may not seem extreme, the sheer size of this model somewhat distorts just how fast it is really going. This was apparent when I ripped off a couple of low altitude passes down the runway at full throttle. It did not look very fast as I rolled in to start my pass, but the sight and sound of the model blasting by in relatively close proximity was sensational!

My initial landing approaches saw me coming in with a little too much speed and altitude to spare. Though I used the flaps, I found that the model still had an abundance of energy left as it came across the runway threshold. Though large in size, this warbird can be a bit of a floater on final. It does not require the same approach and landing speeds as would normally be expected with a conventionally constructed warbird of this size. Of course, it is important to avoid getting too low or slow but once on final, one can expect to need minimal throttle application. Keep a little power on all the way in though for the best possible landings. On subsequent flights, I tried several different battery configurations. A pair of 3S 3300mAh LiPos was used but the P-47 felt suspiciously close to being a little on the tail heavy side. Overall flight durations using this setup also suffered a little. Though a 6S 5000mAh LiPo slipped snugly into the battery compartment and extended the flight duration a little, the pack that I used was quite difficult to extricate at the end of the flight. So I returned to my original 3800mAh batteries as the configuration of choice, with flights averaging around five minutes in duration.

These include the pitot tube and gun barrels that mount to the leading edges of the wing halves and the antenna pylon that mounts just aft of the cockpit.

The wing halves, which do fortunately attach with removable fasteners, come with the additional obvious benefit of making them removable for transport or storage. FMS’s use of a single multi-pin connector as a way of combining the connections for the aileron servo, flap servo, electric retract, gear door servo and wing tip lighting greatly simplifies wing removal and attachment, at least from an electronic standpoint. I found when attaching the wings that the long retaining screws aligned nicely with the receivers embedded in the fuselage. There are still quite a number of servo connections that must ultimately be made to the receiver. A large cavity is provided on the centerline of the fuselage, into which most of this wiring can be packed. I usually spend way too much time neatening the entire receiver servo wiring in order to make the appearance of the inside of the fuselage neat and clean.
This model ended up being no exception. I used a piece of white polystyrene as a blank to conceal the majority of the wiring. The net effect is a very sterile and clean look when removing the hatch for battery insertion. I was a little dismayed to find that the aft end of the canopy/hatch did not fit very well. Though the canopy firmly snaps into place atop the fuselage, there is an unsightly gap between its lower edge and the fuselage. The aft end of the hatch appears to “float” above the fuselage a little. I noticed the same problem in some of the factory photos on the FMS website. I did sand a little material off the underside of the hatch in an attempt to remedy this problem, with limited results.

**THE LAST WORD**

This jumbo-sized P-47 warbird takes foam-based models to an entirely new level for several reasons. Larger models fly better, that is, they are less affected by variations in wind and air currents and respond more like real aircraft when in flight. Unlike models covered with iron-on covering, foam construction models are impervious to the wrinkling effects of the sun and heat. This model can be assembled in a fraction of the time that it would take to assemble a comparably-sized ARF model of balsa and ply construction. This allows those who may be faced with serious time constraints to more readily sample the thrill of a larger model. FMS does the bulk of the assembly at the factory, with the power system, all servos and retractable gear all in place right out of the box. FMS includes speed controller instructions in the box, an item commonly missing from many kits. The assembly manual itself, however, suffers from the often used and now well-tired layout that features uselessly small, thumbnail-sized photos.

The realistic-looking pilot figure is a refreshing change from the cartoonish pilots of many kits. Surrounding him on all sides is the most detailed cockpit that I have ever seen in a foam construction kit. This model fits, fully assembled, in the bed of my full-size pickup, although the wing halves can be easily removed for transport. The single wing connector for each half makes for easy reassembly once at the flying field. The Diamond Hobby website makes it easy to locate and order spare parts for the model, thanks to a complete, visual matrix-style listing of relevant replacement parts. The tooling used to manufacture the canopy and fuselage may need a little tweaking however, as the aft end of the removable hatch does not fit very flush to the fuselage.

The scale in-flight performance of this model is particularly notable in my opinion, making flying it an exciting proposition indeed. It is not difficult to fly it in such a manner that it looks believably real while in the air. The sequenced gear doors, the slow operating speed of the electric retracts and the huge prop disc created by the large four-bladed prop churning away on the nose of the P-47 all combine to make this FMS 1700mm warbird a fantastic foamy flyer.

**CONTACTS**

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For more information, please see our source guide on page XX.