

## Product Review

### VQ Models FW 190A by David Hipperson.



Wingspan 1,610 mm, weight 2.9 kg, 61-FS- 91 FS or 50mm outrunner -4 channle or five with 5 with optional retracts. The excellent detail printed on to the skin shows up well.

I wheedled more than just a little to review this version of the VQ models Focke-Wulf 190A because while I always possess a fondness for Focke – Wulf designs and the A series is very close to the top of my list.

VQ appear to have produced quite an accurate aeroplane in this FW 190. Better yet in that it is offered in two colour schemes flown in WWII by known pilots. One is “Yellow 11” of Feldwebel Alfred Binseil from JG 1 and the aircraft is displayed in a museum near Hannover. This review version is “Blue 13” of Oberst Walter Dahl of JG 300 and a record of 128 kills albeit with more than one aircraft. I find it really interesting to be able to track down the history of an aircraft rather than just being a sport of generic Spitfire, Mustang or whatever.

If one is being really picky this model appears to be based on a version up to and including a 190 A-7 but there is some indication that Blue 13 could be an A-8 while Yellow 11 may be either an A-3 or an A-8 but frankly in this context I’m not going to split straws as the differences are minor and could be corrected if the modeller really desired.

Having said that though there are two shortcomings in my opinion in that the

nose has been lengthened somewhat and the undercarriage shortened. To be fair to VQ virtually every other ARF attempt and more than a few plans have followed the same route. Unless you are familiar with the 190 A series you probably wouldn’t even notice.

VQ Models have produced FW-190s previously but this version is a distinct change mentioned briefly in Flying Electrics Issue 95. At 1610mm (63.5in) span, 1220mm (48in) long with a suggested weight of 2900g (6.4lb) weight it is recommended for .61 two stroke, .90 four stroke or in electric as in this case. The components for conversion are supplied in the form of a bulkhead mounting and a battery box that will easily handle 4 or 5S or even 6S at a pinch. Frankly, I felt that the suggested weight was likely to be optimistic unless one was perhaps using a very light .61 two stroke and the supplied fixed undercarriage. By the end of the review we should have a better idea of this.

To replicate a scale prototype reasonably well you really need four things:- a) Shape, can be compared with three views showing plan, side elevation and head on. b) Colour and markings. c) Details such as noticeable hardware. d) Finally, use, wear and tear etc. but usual referred to as weathering. Never having worked with

a VQ model their approach is somewhat novel but works very well. The surface of the entire airframe is covered with a form of sticky backed iron on film. This film, although it is more like a tough skin in some respects, is printed with all colouring, markings, even a high volume of that weathering and detail on the surface. Certainly this review model is an interesting approach for me and offers a good finish that should be very well appreciated by those who fly IC and have to clean their models regularly.

The internal structure matches up well with the rest of the exterior. Even when I peered inside using a dental mirror I could find nothing to complain about. At first glance it has to be said that generally all fittings and accessories appeared to be very good although I will make some detail comments a little further into the assembly section.

#### MANUAL

The manual is just adequate but by no means perfect and a fair amount of thought is called for as there are also a few incorrectly drawn items and some omitted details.

Personally I’d have to say that if a model of this sort is new to you then do enlist the aid of a friend with some experience. I followed the manual sequence and started with the wing as there is a reasonable amount of work involved including ailerons, split flaps and retracts.

#### FLAPS

These are well arranged with ball-link drive arms fitted neatly out of sight within the wings but just one main servo has to do the work. Mechanically this could be achieved in full size aircraft but models rarely work to that standard thus the flexibility and imperfections imposed can cause problems. In this case the flaps would deploy perfectly but nothing I could do would make them totally return to close.



These items show the work that has gone into wheels, legs, guns and pilot all part that either come with the Focke Wulf or may be optioned.



The mechanical flap set up.

RETRACTS

The fixed undercarriage looked well made and the fact that it can be removed and replaced with the optional VQ retracts which is a very smart idea. As I'd been supplied with a set of these VQ retracts these are worthy of note. They are not just the commonly available coil spring wire legs but a tubular sprung loaded leg that closely replicates full-size oleos.

The main wheels are attractive in shape and softness but appealed to me being very light. Nevertheless In my opinion there is a too much work involved in assembling the retracts, requiring both accurate drilling

It would not have been a problem in flight as only about five degrees of down flap remained "dead" and even this may have returned fully just with air pressure in flight. I'd guessed VQ originally intended to use two servos, one to each flap, from the number of servos suggested in the manual. This appealed so I re-did the work again fitting a pair of HS 81 servos as the actual loads are minor. A couple of photos showing both options are shown.



AILERONS

Very simple set up and the only difference I made was the use of a pair of HS 225 servos rather than the standard size suggested.

The dual servo system is more positive.



VQ FOCKE-WULF 190A .60-90 - SPAN: 1610mm L: 1220mm - RADIO: 6 channel w/ flaps & retracts



VQ Hawker Hurricane .60 WS: 1.6 m Wt: 3.6 kg Engine: .60 2-st - .91 4-st Radio: 7 CH 7 servos



VQ P-39 Airacobra Wingspan: 1.58m Wt: 2.8 kg Engine: .40 - .46 2-st, .60 - .70 4 st Radio: 4 CH, 4 servos



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VQ MIG 3 WS: 1.57m Wt: 2.8 kg Engine: .40 - .46 2-stroke or .60-.70 4-stroke Radio: 5 channels, 5 servos



Curtis P-40 Warhawk Wingspan: 1.60m Weight: 4.0 kg Engine: .60 - .65 2-stroke or .70-.90 4-stroke Radio: 5-6 CH, 5-6 servos



P-51D Dago Red Wingspan: 1460 mm Engine: .46 - .72



← A-26 Invader WW2 Scale Twin Wingspan: 1720mm Engine: 2 x .32 (2s) or .52 (4S)  
VQ KAWASAKI Ki-61 'Tony' → Wingspan: 1600mm Engine: .60 (2S) to .90 (4S)





A very substantial ply joiner forms the basis for the robust wings.



This is the pre-assembled battery box that can be simply screwed into place.

and tapping, for many ARF assemblers. This is fine if you have the tools and skills but not suited to the kitchen table. I still applaud VQ for the effort but once again you will need to take your time and think as that instruction manual is a bit skimpy.

Getting the legs to not only lock down but also lock up was time consuming. The necessity to cut away large chunks of plastic mouldings was irritating as was replacing those lovely wheels. They were great but any rake forward on the legs caused fouling up in the wheel wells. Luckily I had some equally light, very slim, Czech wheels in the shed and these replaced the kit items. I should point out that this would not be necessary with the fixed leg system or possibly by someone else brighter than I. Once done the retracts gaily thumped up and down in fine style.

**MOTOR, ESC AND NOSE END BITS**

The VQ motor mount goes together easily and robustly even if slightly agricultural in appearance. I chose to fit a Himark 5020-510 and this was matched to a Hyperion Titan 80 Opto ESC. All power for the receiver and servos was supplied by an Intellect 2000mAh pack and this was tucked up against a very convenient shelf in the nose area. A hole for access to the ESC/Lipo wires was bored through the engine box.

All of this was done because I had a sneaking suspicion that I'd need all the weight I could get up to the nose and so a revised battery box made to enable the Lipo pack to shift right up against the bulkhead. There is a suggestion to use 4S but I felt this very unlikely to be enough man for the job and used Dualsky 5S packs. This whole then turned a 14 X 10 APC 'E' prop.

A very reasonable plastic spinner is included and may have been OK on an IC but it was out of true and I replaced it with a turned aluminium spinner which also helped greatly with balance. Thus any

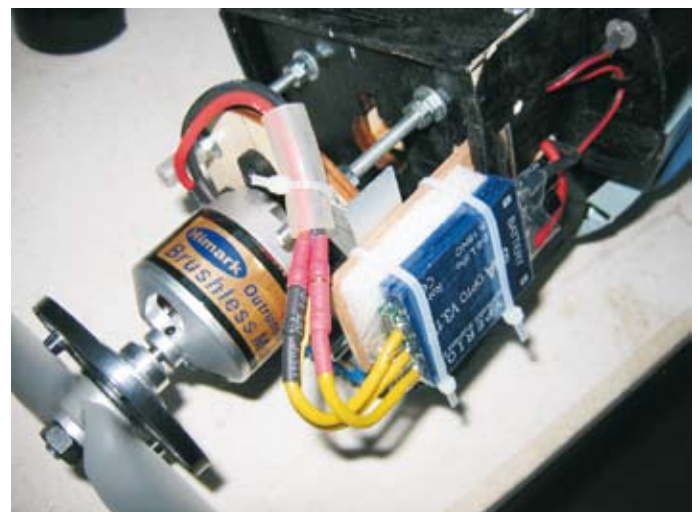
problems would normally be solved with a .90 four stroke or something of similar weight tucked right up into the nose cowl-ing.

**FLIGHT TIME**

I'm probably a worrier but I check and recheck at home. Well, nothing seemed to have changed but the retracts were giving a few problems so for maiden flying off they came and the fixed UC fitted. With everything ready to fly the 190 tips the scales at 3560g (8.5 pounds) of which 450g was the Lipo pack. So, it's honest to say that this AUW could be reduced by moving to IC as I think VQ would normally advocate so in this case regardless of any bias from me I know which I'd suggest.

Stephen Green was the bunny (Sorry, sorry, test pilot!) because I know my own limitations and so I turned over to him. I carried the model out to the strip and Stephen double checked the range before opening the throttle. If there were any doubts about the power of the 5S pack they were rapidly dispensed with. In under thirty metres the VQ was climbing fast and looking very impressive.

The Himark 5020-510, 80 amp Hyperion ESC and Intellect Receiver battery all hide under the cowl.



It took all of one circuit before he shifted into a higher gear with rolls, loops, a very benign stall where the 190 just slid slowly off to the port. This was followed by a touch and go and low passes. He brought the model in for the smoothest of landings and turning to me his only suggestion that I should reduce the elevator movement by about 5%. He felt the power was dropping off and not knowing how much was left he decided to bring it in. After the second landing we found that the entire flight had only used 1,070mAh out of the 3,200 pack which translates to the thought that eight minute flights should be comfortable and still leave me with my usual 40% reserve in the pack.

That second landing did reveal a weakness. When holding off the end of the runway was looming and he dropped the model on firmly and the undercarriage took upon the appearance of being retracted. The ply blocks had simply de-laminated. The bearers in the wing were fine and the fix was some better quality ply laminated back into a box.

**SUMMARY**

Models nowadays seem to fall into two principal forms as either RTF (Ready to Fly) or the "catch-all" ARF (Almost Ready to Fly). The VQ Focke-Wulf is, in my opinion, neither. Obviously it isn't RTF but then too much work is necessary for me to call it an ARF. Perhaps it falls into a style one could call "pre-built" where all structure is built and finished for you but some detail

assembly will be called for. Certainly, if you imagine you are going to buy the FW 190 on Saturday and fly it on the Sunday you're a better man than I am Gunga Din.

This does not mean that there is anything wrong with the Focke-Wulf or the VQ approach merely that input is required and VQ have made a very genuine effort to adapt the FW 190 to IC or electric even if I do think that perhaps the electric alternative should have had a bit more factory testing. Nevertheless it works very, very well and what you do get though is a high

quality sports model that visually approximates the look of the full size in the air. In a world where fewer people have the desire or skills to construct from basics this is the way to go.

From my point of view the positives are that a) The model is very well built structurally, b) Is a very good sport scale representation of the FW 190, c) Offers great value and d) Flies very well.

On the debit side there are a) The robust construction quality may tend to just a little tail heaviness in this electric condition. b)

The requirement for some specialist tools. c) Some accessories could be questionable in quality although this might have been just in the review kit.

Whatever quibbles I have picked are comparatively minor and in my opinion due only to the electric conversion which may be slightly out of VQ's normal comfort zone. My usual final review question of "would I buy this FW 190?". After seeing the 190 in the air and then flying it myself it is a resounding yes. If I weren't such an electro-head (?) I might even be tempted to go for a good, meaty IC engine and have a ball. By all means

Have a go with the electric version if you are capable but if you're an oily fan, get one.

The VQ Models FW-190 is distributed to hobby shops by The Hobby Specialists tel 02 6260 2265 [www.thehobbyspecialist.com.au](http://www.thehobbyspecialist.com.au)



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Best Regards *Joe McGuffin* President

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**October 2009**

3-5	Eastern States Gas Champs Old Timers Wangaratta	Peter Smith
	0423 452 879	
5	Labour Day (NSW)	
11	Pylon Racing Grafton	Mick Hennessy 0417 644093
18	2m Thermal Glider Millennium Cup Round 6 Madden Plains	Fred Lodden 02 8293 1836
*17-18	NSWSAS/FSAA Scale Round 4	Queanbeyan John Rolfe 02 9734 6288
17-18	2009 National Air Races Cootamundra	Joe McGuffin 02 9825 4695
16-18	Albury Seaplane Weekend Albury	David Balfour 02 6043 3169
24-25	Old Timers Lithgow	Dave Brown 02 6355 7298
31/10-1/11	Warialda Fun Fly	Warialda Laurie Riley 02 6729 4165
31	Pattern (Aerobatics) Note: - Saturday Only Camden Valley	Tom Collinge 0400 403 151

**November 2009**

*1	Sportsman Pylon Racing (Q500 & F400 / F3D) Marulan	John Little 0413 076 939
*8	2M Thermal Glider - Shoalhaven Shield Bomaderry	Ian Avery 02 4232 1093
5-8	Temora Invitational Scale Classic Temora	John Rolfe 02 9734 6288
8	Pylon Racing Grafton	Mick Hennessy 0417 644093
14-15	Old Timers	Muswellbrook Simon 02 6543 5170
*22	Pattern (Aerobatics) Pitt Town	Tom Collinge 0400 403 151
28-29	Sea Planes Lake Wallace	Dave Brown 02 6355 7298

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