

Diamond/FMS F4U Corsair

Scale realism with minimal effort

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Diamond Hobby is the North American importer and distributor of FMS Model RC Aircraft. They import a very wide range of ready-to-fly, EPO foam models. Their models range from scale to sport, and from EDF jets to gliders. They seem to have something for everyone. In this review, we will be taking a look at their new warbird offering, the 1700-millimeter (66.9-inch) F4U-Blue Corsair. This very detailed, scale model is constructed entirely of EPO foam. It comes pre-painted with molded panel lines and scale details. From air inlets to cooling louvers, it's all there, molded into the foam.



Specifications

Model: F4U-Blue PNP Corsair
Manufacturer: FMS Model
Distributor: Diamond Hobby (diamondhobby.com)
Type: WW II
Length: 52.2 in.
Wingspan: 66.9 in.
Wing area: TK sq. in.
Weight: 12 lb.
Wing loading: TK oz. /sq. ft.
Motor req'd: Included brushless outrunner
Radio req'd: 6-channel minimum
Price: \$459.99

Gear Used

Radio: Spektrum DX-188QQ (spektrumrc.com), JR921RX (jrradios.com), included servos
Motor: Included brushless motor and speed control
Battery: 6S, 4400 mAh LiPo
Prop: Included 4-blade

Highlights

- + Excellent scale detail
- + Great flight performance
- + Highly pre-fabricated
- + Very reasonably priced for such a well-equipped model

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Everything you need to complete the model is included in the box except for your 6S, 4000mAh battery, charger, and receiver for the radio of your choice. This includes a very nice set of electric retractable landing gears, electric retractable tailwheel, a pre-finished canopy with pilot, scale 4-blade propeller, all the servos, control horns, and linkages

After building and flying this model, I would recommend it to anyone with intermediate piloting skills and any level of building experience. The model is assembled with almost no use of glue and most

everything is secured with the included screws. Even though this is a scale model, it displayed very solid flight characteristics that anyone with a little low-wing, tail-dragger experience should be comfortable soloing.

UNIQUE FEATURES

The first thing I noticed when unboxing this model was its completeness. The part that stuck out the most was the hinging. All surfaces have molded hinge lines. This seems to be very strong and keeps all control surfaces aligned with their stationary

counterpart.

When I got the wings out of their packaging, I was very happy to find that the electric retracts was already installed and ready for flight. Also, the 2-aileron and 4-flap servos were pre-installed as well. This definitely saves time when completing your new model. All that needed to be done to complete the wings was to mount the six control horns (which have pre-molded placement indents in the surfaces) and connect the control surfaces to the ailerons using the included pushrods and servo horns.

In the Air

The Diamond Models F4U has scale, working oleo struts with large, rubber wheels. This makes it possible to fly from most surfaces with ease. This being said, this plane is no "park flyer." With almost a 70-inch wingspan, this model takes up some space. It displayed no tendencies to want to nose over at any time, which is a nice feature in any warbird. The only thing to watch for while on the ground is the P-factor during takeoff. I found myself using most of the right rudder while in high rates on takeoff. At no time did I feel like the plane was out of control, but it is definitely something to be aware of before taking this plane to the skies.

GENERAL FLIGHT PERFORMANCE:

I have to admit that this plane surprised me a little. From the very beginning, I was a little skeptical of a 67-inch-span, 12-pound, all-foam model. Once I got this plane in the air, all skepticism was gone. The included powerplant and 4-bladed propeller had plenty of power and provided very scale appearance and performance.

Stability: Once I got the model airborne and trimmed out, I noticed how "locked in" it felt. I never noticed the plane wanting to snap out of a turn at either mid and full power.

Tracking: Tracking was solid on the Corsair. I was able to point the plane where I wanted it to go and it would get there without much input from

me. Of course, this is no pattern plane. However, it excels in the warbird category for tracking.

Aerobatics: Aerobatics is the one area of flying that could ding this plane's performance. Rolls were very axial and there was plenty of aileron authority to bring the plane around fairly quickly. Loops require some forethought to make sure you have enough energy to get over the top. The one thing that may help when it comes to aerobatics would be a higher performance, 2-blade propeller. 4-blade props are not known for having excess power, so this is the price that is paid for some scale realism.

Glide and stall performance: With the power off, this plane slows down very nicely. There was no indication of wanting to drop a wing or any loss of control authority. For landing, I deployed half flaps and made sure to carry a little airspeed until I made the end of the runway. Once I was there, I simply cut the throttle and flared for touchdown. Once the wheels were on the ground, I released some of the back pressure and the model stayed down and rolled out beautifully.

PILOT DEBRIEFING

This plane performs exceptionally well for any class of warbird. I was very relaxed and comfortable flying this model. If you are looking for a first warbird, I would highly recommend contacting Diamond Models.



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I say that this model is constructed entirely of foam but there are a couple exceptions to this rule. The canopy is a very nice Lexan piece that comes pre-installed to the foam hatch and ready to fly. Also, the gear doors and cowl are molded ABS. All the non-foam pieces are pre-installed, ready for action, and painted to match this beautiful model.

As for the scale markings, they are painted on. There are no decals to install and nothing left to make this model as accurate of a scale replica as possible. As most of you know, applying decals is one of my least favorite tasks, so this definitely made me happy.

As I took the smaller packages out of the box, I was pleased to find that all hardware was in pre-labeled baggies. If you are working on the horizontal stab and elevators, you simply have to find the bag marked "elevator" and you'll have everything you need for that step. All hardware is metric thread and has Phillips heads for easy installation and tool selection.

I did not have to make any modifications



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Extra Sidebar

Over the years, most modelers have become familiar with handling and repairing balsa/ply airframes with plastic film covering. With the new wave of foam airplanes taking over the marketplace, I thought it might be good to take a look at a few things that you may run into over the course of owning one of these models.

First, let's talk about special handling needs. While foam is very durable and resilient overall, the finish can be a little delicate. Things to watch out for are other objects touching/rubbing your plane during transport and excessive force being placed in a small area. While building my latest foam aircraft, it spent quite a bit of its time inverted in an airplane cradle. When I finished the undercarriage, I flipped the model over to find some indents where the cradle was making contact with the fuselage. This was undoubtedly made worse by the pressure I was applying while assembling different parts of the plane.

Fortunately, in the example above there was no damage to the structure of the plane or the painted finish. However, if you find yourself in a situation where there is damage to either the finish or the structure of the model, there are a few things you need to be aware of. First of all, many of the paints and glues that we use regularly on a wood airplane will harm your new foam model. The biggest culprit is everyday CA glue. Be sure you are working with odorless/foam-safe glue before you start your repairs. Next is the paint that you will use to re-finish your model. Make sure to test your paint on something other than your model before diving in.

when building the FMS Corsair. There was one molded screw hole for securing the horizontal stab that needed to have a little excess plastic cleared away. Other than that, everything went together exactly as described in the instruction manual. As with almost everything on this model, the motor comes pre-installed. All that's left is to assemble and install the very scale 4-bladed propeller.

One very nice feature that I wanted to point out on this model is the wiring. The wings include harnesses that take the three servos and one retract per wing (eight total connections) and combine them into just three connections (aileron, flaps, and gear) that connect into your receiver. This really simplifies the setup and reconnection of the wings in the event that you remove them.

CONCLUSION

Assembly of this potentially complex

warbird is very easy. Spend two to three evenings in the shop and you can easily have it ready for its maiden voyage. I am confident that just about anyone who has minimal experience to RC models could easily build this plane.

My one recommendation for this model involves the mounting of the wing. In the directions, you are asked to glue the wing mounting plates to the wing. This essentially makes for a one-piece wing. This is fine, however if you have limited transportation and storage room you might want to think about leaving this out so that the wing can be separated. I looked carefully at the construction of this model and this would not weaken the model at all. In the end you will have a great flying, very scale looking Corsair that you will enjoy flying every weekend. ✚



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