

Kit Review

Kyosho Tiger Moth 40



by Dean Eusepi

The Tiger Moth happens to be one of my favorite bi-planes, and the Kyosho Super Quality Series Tiger Moth 40 ARF is a beautiful rendition with an authentically textured, cloth-processed film covering.

It is, however, missing the "Canadian" canopy I prefer, so in an effort to easily make this plane Canadian, I used the canopy off of a Great Planes AT-6, which I strategically

cut, and painted. (I didn't want to make a mold and vacuum form canopy ... besides, it's an ARF - I didn't want it to take more than 15 minutes!) The result is my version of a Canadian Moth ... and you'd be hard-pressed to notice it was an AT-6 canopy from anything more than a couple of feet away.

I was so impressed with the performance of the electric-powered Elder 40 (Dec 2002 review), that I flew this plane with the same MaxCim motor and DuraTrax battery combination.

What's in the Box

If you've never built a Kyosho product before, you don't know just how clean and tidy everything is packed in the box. The kit includes just about everything you need to fly this plane - except the motor and radio gear.

The hardware was great, and the packaged plane

parts were impressive. The manual is simple and clear - I strongly recommend you go over it a few times, dry fitting as many parts as you can, before going to final assembly.

Building

Building ... well, let's just say that building this plane was so simple that it practically built itself!

Every part fit right where it was supposed to, and I found nothing out of place. It went together exactly as per the manual...needless to say, I was very pleased! With that in mind, let's look at what made this plane different.

The hardest part I had was modifying the firewall to accept the MaxCim motor, and trimming the canopy. The canopy only took a few minutes. As for the motor, to sit at the right place I would have to move it forward by 1/2 inch due to the length of the cowl. So I laminated a few pieces of light ply to give me the 1/2 inch I would need, then cut and sanded it just over 2 3/4 inch round, and drilled out a 1 1/2 inch hole in the center for the motor and wires. I



MODEL: Tiger Moth 40 MANUFACTURER: Kyosho TYPE: Scale WINGSPAN: 54 in. (1375mm) WING AREA: 899 sq.in.
WEIGHT: 6.2 lbs. WING LOADING: 15.8 oz./sq.ft. LENGTH: 44 in (1122mm) AIRFOIL TYPE: Flat Bottom WING CONSTRUCTION: Balsa
RADIO: 4-channel w/5 standard servos RECOMMENDED ENGINE SIZE: .40-.46 2-stroke OR .48-.53 4-stroke

epoxied this new 1/2 light ply spacer to the firewall. Once the epoxy had cured, I installed the MaxCim motor mount with some 4-40 bolts and blind-nuts.

I also took the time to drill out a few 1/4 inch holes in the firewall around this "spacer" to allow a decent airflow to keep the MaxCim ESC and those batteries cool. Don't overdo it with the cooling holes, just a few will do - you don't want to weaken the fire wall.

Obviously, the air now needed somewhere to exit, so I drilled a few more holes in the cockpit floor, and drilled out the inside of the instruments on the forward dash ... which was hardly visible. Finally I cut out the left hand side of the canopy at the forward cockpit - both to let the air out, and to have access to the fuse and charging connectors.

I was able to place the speed control in the top section of the forward fuselage, and placed the servos and receiver in the top section between the two cockpits. Once everything was secured and tested to ensure proper servo movement, I installed the three 7-cell packs. Two of the battery packs were butted right up to the firewall, and I moved the third pack back and forth to balance the airplane.

I gave the plane a final once over, then proceeded to assemble the wings, which bolted right into place. I opened the "grill" on the cowling, and spray painted it and the landing gear black. Then I painted and installed a couple of Williams Bros. pilots, and added thin

black elastic ropes for the rigging (purchased at a fabric store). The plane was complete.

Wow, this plane really looked good! I only wished that the rudder and elevator push rods were designed to pass somewhere other than the top of the aft turtle deck ... they just didn't look right.

I used a Futaba T6XA radio, a Futaba receiver, and 4 regular Futaba servos, a MaxCim MaxN32-13y motor, with a 3.33/1 MaxCim gearbox, an APC "E" 14x10 prop, and the MaxCim MAXu35D-21 BEC speed control, powered by three 7-cell Duratrax "Ultra Metal" 3000 NiMH Panasonic packs.

Flight

Finally, the day came to test this great looking Tiger Moth. I called my good friend and fellow reviewer **Paul Grenier** to give it its first test flight ... he had already flown a variety of different sized Moths. With an overcast sky, the temp around 12°C, and winds 5 to 10km/hr, I peaked the 21 cells with a new Triton charger made by ElectricFly, and armed the fuse. Now please remember that even though the prop isn't continually turning, as on a glow engine, it doesn't mean it isn't dangerous. One flick of the throttle, and that prop is going to go! I performed a final pre-flight test, range tested, and turned the radio over to Paul.

Paul started to apply throttle, and the plane tracked nice and straight, and was airborne at half throttle! This plane weighed in at 8.5 lbs, which is a little heavier than it would have been with a glow, so taking off at half throttle was spectacular. Paul took the plane up and trimmed it out. It needed some

right aileron, and some down elevator trim.

With the plane trimmed out, Paul proceeded to fly a few maneuvers - all of which looked great. Slow speed stall was uneventful with the plane just floating around, very impressive, and not showing any signs of bad habits. The plane accelerated nicely, and tracked well. A couple of low altitude fly by's and it was time to bring the plane in. Paul brought the plane around, with a scale final approach, and a small bounce on landing. Just beautiful...nice and quiet!

Conclusion

I could not have asked for better results! The Kyosho Super Quality Series Tiger Moth 40 ARF, coupled with a MaxCim motor/gearbox/ESC proved to be another winning combination. This plane looks scale on the ground, and really looked, and flew scale in the air with a very pleasing sound.

I'm sure that this Moth would be a spectacular performer with the recommended glow engines as well - but with electrics, when it's time to go, you don't have to clean off that fuel residue!

Besides, I can't tell you how enjoyable it was to get to the field, peak the batteries within a few minutes, and enjoy a very enjoyable and relaxing flight. So much so that I am really looking forward to flying my "Canadian" version of this beautiful Tiger Moth as often as I possibly can! ➤



Hits

- Beautiful scale look and covering.
- All parts fit very well.
- Flies great with a real scale look.

Misses

- Rudder and elevator pushrod location awkward.