

# The Ripmax 'Easy Street'

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Eric reviews a competent aerobatic sportster from Ripmax.

Ever since I first started aeromodelling back in the mid something or other (the RAF still had piston engine fighters), I have always built my own models. Some of them in those days did not even fly, actually most of them did not fly, but at least they were mine. This has stayed with me throughout my modelling career, if I had not built it I did not want it. There is something about how one feels when someone says, "That's a nice model, where did you get it?" and one can answer "I made it myself".

About twenty years ago I saw an advert in the local paper and someone was selling up, so as I am always in for a bargain I was round to their house like a rat up a drain pi. I came away with a set of radio gear, a bag full of nick-nacks, goodies and a completed Veron tee-tail glider, all for thirty quid. Before the week was out I had sold the glider for, you've guessed it, thirty quid. Not only had I got a real bargain but I still did not own a model I had not built myself.

Why am I waffling on about my past? Well, this is all to explain to our illustrious editor why I was a little hesitant when asked to review this ARTF model, but we must move with the times so here we go with 'The Review'. Oh, there is another thing I forgot to mention and that is I tend to be a fussy builder, not always the best but fussy so anything I find will be mentioned!

## First Impressions

The box arrived with the postman hiding behind it! ARTF models do require large boxes, I must try to find a use for the box. On removing the wrapping paper you do not have to guess what is inside as you see a very large colour picture of the finished model and all the relevant details.

The Easy Street is kitted and distributed by Ripmax, it is a sleek looking ARTF 40 inch (1016 mm) Speed 600 type aerobatic electric sport model for 3-4 channels and a 7 or 8 cell sub C battery pack. The instructions only mention 8 cell packs but do not worry if you only have 7 cells as I do, I found out later that it will do all you can manage on 7 cells. With the exception of the radio, servos, electric flight gear and motor all the



Two nice little models.

hardware and items needed to complete the model are in the box all for £55, not a bad price at all for this type of model.

All the airframe parts come ready covered with the decoration also applied which means that all Easy Streets will look the same. We had better not organise four-up pylon races for these models as it might get

a little exciting at the far pylon! The wings are in two pieces and will have to be joined together, more on this later. At first glance, the finish looks quite good but on closer examination one would only give the covering 6 or 7 out of 10. Don't forget I said I am fussy! Usually on ARTF models one looks and says "I wish I could cover like that", in



▲ Kit contents.



▲ Finished model.

areas to be glued the dihedral brace is glued into one panel, then glue smeared onto the other half and the root rib faces. Make sure when cutting away the covering that you do not score the wing surface skin or you may form a stress point where the wing could fracture, this warning is in the instructions.

The wings are then passed through the sides and joined together, I used 24 hour epoxy for this to give me time to manoeuvre things about. But do not do any of this gluing until you have sorted out the space for the



▲ Motor prop and equipment bay.

this case I could. There were a few wrinkles and bubbles and some of the overlaps also needed the iron on them, but considering the price not at all bad.

A six page building sequence booklet is included and this includes a good series of photographs to assist in the building.

## The Wings

The wings are centre mounted (which means the finished model is a one piece unit) and have to be joined in situ as the torque rods are already fitted into position and have to be slid out of the way while passing each wing panel through the fuselage side. After carefully removing the covering from the



▲ Faulty construction.

battery pack and how it is to be fixed in position, as the pack slides under the wing and once this is fitted in place you cannot turn the clock back. In the instructions it says for you to check this but does not say how the battery should be held in.

## The Electrics

I dry fitted everything in, including the motor and slid the battery pack in until the desired CG point was reached. To do this I had to chamfer off the edge of the very cock-eyed ply bar which holds the removable panel and most of the bottom of the fuselage former at the wing leading edge. To regain strength here I fitted a 1.5 mm ply plate onto the inside bottom sheeting at this point. A block was glued behind the battery pack and a plastic screw screws up from underneath and stops the battery moving forwards.

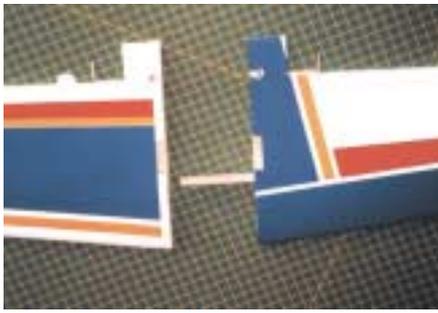
As the model is already covered and as long as all the hardware is fitted in place you can adjust the battery position now as the CG should still be OK after the model is completed. A little extra glue was required around the motor fixing former and glue had to be forced down the side of the triangular longerons as these did not fit up to the side sheeting (see photograph).

Also at this stage check whether your servos will fit into the ready made cut outs, as it is easier to sort this out before the wing is fitted in place, the Ripmax Micro servos I used were a good fit. On this model the wings are tapered therefore when they are slotted through the sides of the fuselage the hole has to be the size of the root rib, but this then becomes too big for the wing position when fitted in place. The instructions tell you to tack Zap the wing in place then run a fillet of epoxy all round the join to fix it solid. This works but for me it goes against the grain to fill large gaps with glue but I cannot see any way around it. I suppose one could run a fillet of white mastic around the wing root to make it look better.

All the moving surfaces are ready covered and slotted to take the supplied hinge material but some of these slots were off centre and needed re-cutting to ensure the ailerons fitted in line with the wing. The push rods for the ailerons and the tail areas had ready made zed bends at one end for the servo arms and supplied adapters and quick links for the horns on the moving surfaces, these make up and fit very easily. The ends of the wire push rods should be roughed up with a file so the solder has something to grip on when fitted into the adapter.

## The Tail

To fit the tail surfaces cut away the covering which is hiding the slots in the sides and top of the fuselage and, cut away the covering on the tail surfaces so the glue has a wood area to get a grip of. To get a true point to cut away this top surface, dry fit the tail into the slots and when all is lined up draw on the plastic with a ball point pen and remove the tail etc. Cut away the plastic covering just inside the line and return tail into position, line it up with the wing and



▲ Wings ready to join.

then cyano it in place. I then ran a fillet of white glue around the join as there was still a gap showing. When set the elevators and rudder can be fitted and the push rods made up to length and fitted in place.

### Finishing Off

Check the movements of all the surfaces and set them to the amount mentioned in the instructions (you should not need any more than suggested) then fit the motor. I fitted a Mad Science Magnetic Mayhem

motor which took (on 7 x 2400 ma Nicad cells) 32 amps static and revved at 12200 rpm with the 8 x 4 Slim prop. At 32 amps it was obvious that this model was going to be a little quick so if you are not into these sort of currents I am sure that this model would fly on 25 amps or thereabouts, so a smaller prop could be used or the Speed 600 Race series motors would be suitable on 7 or 8 cells. I have been told of one chap who flies one of these on 10 cells, wow!

The canopy is a very simple affair and can be put together in a few minutes, it is a little 'delicate' so handle it with care. It fits to the model with a dowel at the rear and a small screw at the centre up front and has caused no problems even at high speed.

### Ready to Fly

This is not a trainer or a first aileron model so if you are in this class ask someone with a little quick stick experience to try it for you first. Pick a nice sunny day, you know the type we get lots of in the summer, a little light wind would be handy to slow the landings down, give the model a thorough motor on range test and you are ready to go.

In my case I opted for a friend, Mike Proctor, to do the honours and fly it. Partly because I had to photograph it in flight but mainly because I have had zero stick time this year and did not trust myself on the



Wings and servos fitted.



▲ Gap around wing root.



▲ Canopy fitted.



sticks! A good firm throw and it was tracking away like it knew what it was doing, one click of right trim was all it needed for straight and level. After two quick circuits Mike gave it a few low passes the right way up and upside down so I could take the pictures. It was quick, smooth and great to fly.

The little niggles in the construction were all forgotten when it did its inside loops, outside loops, spin, inverted spin, square loops, loops with a whatsit at the top and any other manoeuvre asked of it. Gain a little height and try it for stalling, ease back on the stick, close down the throttle and all it did was slightly fall over to one side.

Now for the landing, no problems here, just slow it down and flare it onto the grass. This really is a very nice flying model and looks very good in the air. We had three flights that morning and went home highly satisfied - as soon as the weather changes

◀ Ready for control surfaces.



▲ Canopy and air scoops.



▲ Tailplane and elevators.



▲ Fin and rudder.



▲ Ripmax servos used.



▲ Magnetic mayhem motor and suppressors.



▲ Finished tail area.



▲ Finished tail area.



back to how it was then I will be out for some more.

## In Conclusion

This 'kit' has been easy and quick to put together and despite the niggles I have mentioned everything fitted where it should be, it would be nice if the battery fixing and position could be shown in the pictures. I think quality control at the construction end could be improved a little but at the end of the day for £55 you have a very nice little flying model.

**Q&Efi**

