

Quiet & Electric
Flight International

Cermark Victor

Ian Mason puts Cermark's handsome 'V'-tailer through its paces



Pre-cut holes in the wings and even pre-bent push rods all help to make the wing a rapid build

In recent years, each summer I've developed an urge for something 'wizzy' to fly – usually coinciding with either the club's all-up last-down contest or those hot summer days when my slope racers are grounded. It's that dream, which most glider guiders have had, of an electric glider which screams from your hands but then levels off and becomes a 'thermal magnet'.

In my adolescent days, the great limiting factor for this type of model was the sheer weight of lugging around their NiCad cells. The proliferation of affordable ARTF models, combined with brushless motors and LiPo cells, seemed to have brought the

performance I wanted into my price range with the added advantage of minimal building time.

Enter the Victor

The Cermark Victor is the latest in their line of ARTF models. The Victor is described as a high performance glider and this 'thermal magnet' has a claimed 'remarkable power' which carries the model out of sight in a few seconds.

When, on a wet winter's day, your editor offers you such an electric glider to review, it's not very difficult to say yes!

What You Get

Just picking the box up made me realise just how light the airframe was. This should help with achieving that magic 1:1 power to weight ratio! The recommended servos are HS55 size and I used Multiplex Nano S servos for the rudder/elevator functions and Cirrus CS-301s for the ailerons. It never fails to amaze me how small these things are for the job they do!

The neatly packaged 3-piece wing comes ready covered with a Solarfilm finish on the upper surfaces in white and orange with black trim. All overlaps match neatly with the 3-colour covering scheme matching on the upper surface. The manufacturers had chosen an exciting grey for the undersurfaces! At least the contrast helps with the orientation of the model in poor visibility unless the grey undersides against a grey sky make it disappear completely! Some tightening of the covering with the heat gun was necessary, but this was quickly done. The holes for the aileron servos could be detected under the surface.

The metal washers provided a nice finish and disguised the minor adjustments needed



Kit Review – Cermark Victor



Cooling vents were small but sufficient for the 30 amp motor



The layout of the electrics. The Multiplex plug on the far left connects to the aileron lead from the wing



That light but powerful outrunner fitted to the Overlander speed controller

Those tiny servos fit first time into the pre-fitted tray



The fuselage is a light GRP moulding, with the same colour scheme (thankfully) as the wing's upper surface. The finish is remarkably good with not a seam in sight and closer examination reveals that the entire fuselage has been finished in a high gloss white coat. The slot for the V-tail is already cut and the servo tray is already fitted for you so it will just be a case of slipping the nano servos in place. A substantial smoked canopy is held in place by Velcro and this finishes off the fuselage nicely.

The V-tail is an open frame structure which needs gluing at the correct angle. This is no problem, however, for a ply former has already been cut at the correct angle. A complete hardware pack is provided and includes horns, clevises, pushrods and a pair of vacuum-moulded aileron servo covers. The obligatory rough assembly of the model to check out balancing before fixing everything in place, gave me an opportunity to take an overall look at the Victor and I couldn't help but be impressed. Taking all the bits out of the box also revealed the extensive book of instructions which is certainly detailed enough to take most modellers through the build without problems.

Assembly

There really is very little to do, the extensive instruction manual more than covers what you need to know. This is a well designed and executed model and everything fits first

time. Consequently, it turns out to be a straightforward and fairly rapid build.

Wings

Ready-cut ply joiners were glued into the holes in the wing roots and the three wing panels glued together. The servo plugs were removed and servo extension leads soldered in place. These were made long enough to feed down each wing and down through the centre section. The connection to the receiver was by way of one of Multiplex's 6-pin connectors, an easy and secure connection. All that was then needed was to attach the aileron control horns and linkages, cut out the plastic servo covers, and fix them in place. The wing really was that easy.

Tail

The tail was glued to the correct angle to (remember, that's the bit of ply left in the box!) and then glued to the fuselage. That was the point where rapid progress stopped. Dry fitting the tail found that it was pointing over the left shoulder of the canopy. OK, not the worst thing in the world but it needed some careful alignment and fixing with epoxy and micro balloons.

Fitting the wing to the fuselage was a similar tale of 'not quite right first time'. The pre-drilled holes in the wing and fuselage need to line up but mine were out by all of 2 mm. It is essential that these are accurate if the wing is going to sit properly. The



Quiet & Electric Flight International

necessary adjustments did not take long however. All in all, the Victor went together quite rapidly and I had the distinct impression that it took longer to programme my computer transmitter!

Electricker

Battery technology has certainly moved on since my first experiences, NiCads and NiMHs tending to give way, capacity for capacity to the much lighter Lithium-Polymer cells. Nonetheless, my 3-cell 2100 mAh LiPo pack was still the heaviest of the electrical components by far. A brushless outrunner motor and speed controller filled the fuselage very quickly. What have certainly got bigger are the propellers driven by these brushless set ups and I used a 10" x 8" folding prop which was squeezed onto the motor's shaft.

Ground testing read 31 amps of draw. With



Looking aggressive. Note the smoked canopy



The tail still looks very neat after its straightening

a fully charged LiPo pack this equated to 340 watts of power. A bit of maths had me reckoning on around 4 minutes of useable power.

To the Off!

A few bursts of the motor whilst I held the model made it very clear that the claimed 1:1 power-to-weight ratio wasn't too far off the mark. With a nod from the cameraman the Victor was given a firm push and leaped into the air. With the faintest of touches to the elevator a climb rate of 45 degrees had the Victor at bungee height in less than 10 seconds. 'Out of site in seconds' certainly seemed about right.

Resisting the temptation to increase the climb angle further I let my gliding instincts come to the fore and decided to check out soaring performance. This was initially disappointing but being an irrepresible tinkerer, I was soon making some adjustments. I took the C of G back by a few millimetres, reduced aileron differential and, while I was at it, changed the speed controller for a BEC version. The Victor was now delivering the glider performance I was hoping for and I was feeling much better about it.

Elevator response is not assisted with any

snap-flap as there are no flaps, but it is still crisp and the roll rate is OK for some fun stuff at speed and excellent for thermal hunting. That square wingtip planform is very forgiving, but don't forget you do have a power pack on board so don't be tempted to slow things down too much.

A few clicks of down and the Victor picks up speed and covers some large areas of sky. When you find some good air the Victor responds well and makes it very obvious. Once in the lift, all you have to do is enter a smooth flat thermal turn and hold it on the elevator.

As I zipped the power on for subsequent climbs I was surprised at just how steeply the Victor goes at its best climb rate. Sixty



Neat linkages to the tail





One last shot before the off!

First pass for the camera and the Victor shows her turn of speed



degrees of climb for 10 seconds gives you a very good height for either aerobatics or thermal hunting.

So What Do I Think?

Forgetting my dim and distant youth, models to compare the Victor with range from the Easy Pigeon to the Organic electric and Electric Wizard Compact. The latter two are very much more expensive and so comparison may be rather unfair. But the Victor certainly seems to be a 'cut above' your standard electric glider. Its speed range and that square wing make it so easy and enjoyable to fly.

The brushless motor and LiPos will

certainly have helped but the excellent glide angle is all down to the airframe. As a low cost, quick-building model which climbs away very well and can hunt out thermals or perform some basic aerobatics, the Victor does its job very well.

The quality of the parts is OK, with just one or two niggles in building. What the Victor does give you is a fun, easy to fly model that keeps finding its way into my car each weekend.

Q&EFI

Not much of a push needed for the Victor to be up and away – always a nervous moment!



Showing off her better side!



Flying well but I'm still not sure about that 'High Viz Grey'

Q&EFI Specification

MODEL INFORMATION

Name: Victor
 Manufacturer: Cermark
 Distributor: CML Distribution Ltd,
 Tel: 01527 575349, Fax: 01527 570536
 Email: sales@cmldistribution.co.uk
 Price: £99 kit only
 Model Type: ARTF high performance electric sailplane
 Construction: Built up balsa wing and tail. Pre-painted fibreglass fuselage

R/C FUNCTIONS

- 1 Rudder
- 2 Elevator (Programmable Ruddervator)
- 3 Ailerons
- 4 Speed Control

MODEL SPECIFICATIONS

Wingspan: 61.5"
 Length: 37.5"
 All-up Weight: 3.25 lb

DISLIKES

Some assembly issues

LIKES

Appearance
 Performance