

ABELL HOBBIES

Glamour 3D

by Kevin Siemonsen

A nimble flyer for 3D or sport aerobatic fun

I have to be honest here, when the editors asked me if I wanted to review the Glamour 3D, I was a little apprehensive. As they say, "beauty is in the eye of the beholder," and frankly, I wasn't sure at first if it was cool looking or ugly. The lines are like a confused pattern ship with generous proportion flight controls and side area that is probably close to the wing area. Well, I had a suitable engine, so why not give it a go? I knew as soon as I opened the box that taking on the Glamour review was a great thing! Picking up the individual components, it was obvious that this was going to be a featherweight aerobatic thoroughbred. It was time to bolt on my very dependable O.S. 70 Surpass and let the fun begin!



PHOTOS BY WALTER SIDAS



SPECS

- PLANE:** Glamour 3D
- MANUFACTURER:** RC League
- DISTRIBUTOR:** Abell Hobbies
- TYPE:** 3D or sport plane with reduced control deflection
- FOR:** Intermediate through advanced
- WINGSPAN:** 55.5 in.
- WING AREA:** 775 sq. in.
- WEIGHT:** 5.5 lbs
- WING LOADING:** 16.35 oz./sq. ft.
- WING CUBE LOADING:** 7.05
- LENGTH:** 60 in.
- RADIO:** 4 channels required; flown with a JR 12X transmitter, Spektrum AR7000 receiver, 2 JR 4131 servos for ailerons, 2 JR 8101 servos for elevator and rudder, JR 537 servo on throttle.
- ONBOARD BATTERY:** 4.8 volt 600mAh NiMH
- ENGINE:** O.S. Surpass 70 four stroke
- PROPELLER/SPINNER:** Evolution 12x6, Dubro 2 1/4 inch
- FUEL:** 30% Byron Rotor Rage
- TOP RPM:** 11,500
- MINIMAL FLYING AREA:** RC club field
- PRICE:** \$ 189.99
- COMPONENTS NEEDED TO COMPLETE:** Engine, radio, spinner

SUMMARY

This bold looking aerobat defies the laws of gravity and excels in 3D style maneuvers. Its longish moments give excellent stability and with reduced control rates, it makes an excellent sport pattern plane. The bold graphics are loud enough to be seen and heard! This plane is all about having fun, and I can honestly say it is more fun than I expected and a joy to fly!

CONSTRUCTION

The Glamour 3D is constructed of laser cut balsa and plywood. The airframe is covered with contrasting transparent covering on the bottom and bold bright colors on the top. The kit consists of airframe with two-piece wing, carbon fiber carry-through wing spar, pre-painted fiberglass cowl, wheel pants, and canopy, aluminum landing gear, wheels, motor mount, plastic control horns, metal push rods, flex style hinges, fuel tank, hardware, and photo illustrated direction booklet.

Assembly is straight forward, which is good because the direction booklet is a little brief. Directions are basically step-by-step photos with very little text. Assuming this is not you first plane, and it shouldn't be, you will do fine. The minimal directions are not representative of the rest of the kit. The fit and attention to detail are excellent. There isn't any problem identifying hardware or components because the packages are well marked and there is a separate bag for

each procedure. The wings are very unique with untraditional leading edge and leading edge side force generators (SFGs). A few drops of CA will hold them in position after cutting back the covering. A few more drops on the aileron flex hinges finish the wing construction. I used thin ZAP in both places.

A light weight carbon fiber carry-through spar connects the wing halves and thumb screws keep them in place to the fuselage. Cutting back the covering on the tail of the fuselage reveals slots for the tail surfaces. I secured both vertical fin and horizontal stabilizes as well as the elevator and rudder hinges with more Zap. A nifty steerable tail wheel bracket is included, and secured with wood screws. The aluminum landing gear mounts with machine screws and pre-installed T-nuts.

The wheels and wheel pants are on the smaller side and more suitable for pavement than grass. If there is any weakness in the kit it was with the wheel pants. A single screw sandwiches the wheel pant to the gear and doubles as the axle. With any sort of jolt the wheel pant could rotate. I've been planning to drill the gear leg and wheel pant for a small anti rotation pin but probably won't get around to it until it is a problem.

The radio installation was pretty much straight forward except there were no provisions



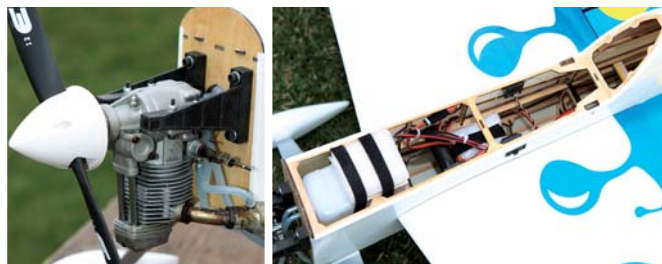
Unique leading edge and generous side force generators allow the Glamour to "defy the force of gravity".

ABELL HOBBIES GLAMOUR 3D

to mount battery pack and receiver. I installed a Spektrum AR7000 receiver powered by a 4.8 volt 600mAh NiMH battery pack. Servos were a combination of JR 4131 on ailerons, JR 8101 on tail surfaces, with a JR 537 on throttle. The kit comes with a reducer plate if you chose a weight saving micro servo for throttle. All servos fit in pre-cut receptacles close to their control surface. The metal pushrods are threaded on one end for plastic clevises. The kit comes with keepers for the servo end but I chose to use Hangar 9's z-bend pliers and make z-bends for more security. I used a long drill bit to drill the throttle pushrod location through the firewall and two formers. For CG purposes the battery pack had to be mounted as far forward as possible. The fuselage is pretty narrow, so

I wrapped the pack with a few layers of foam and mounted it to the top of the tank with Vel-Tye One-Wrap Velcro strapping. The receiver got the same foam and Vel-Tye treatment and was mounted onto a light ply mounting plate I fabricated and secured with more Zap.

For the engine I chose an old friend, my O.S. 70 Surpass. I can't tell you just how many gallons of fuel have flowed through that engine, but I can say it continues to be a dependable power house that I can always



An old friend O.S. Surpass 70 is like the Energizer Bunny... it just keeps going! The narrow fuselage requires a little ingenuity when mounting the battery pack and receiver. The battery is mounted forward on the tank for CG purposes.

rely on. The motor mounts fit into pre-drilled holes in the fire wall. Another nice detail of the kit was the layer of fiberglass that covered the landing gear pad and firewall. The nylon engine mount needed to be filed slightly to fit the engine case. I then drilled the mount to accommodate the included engine mounting hardware. Fitting the fiberglass cowl was a snap. The cowl comes with a hole in the front that is the same diameter as the OS thrust washer. This made the cowl self aligning for an easy installation of the screws. The cowl took some Dremel work to establish the engine cutouts. Finishing off the engine installation was a 2 1/4 inch Dubro spinner and 12x6 nylon prop.

CONCLUSION

The Glamour 3D is a unique airplane that I have really grown to like. I had no idea what to expect before opening the box and found it to be beyond my expectation on the bench and in the air. The Glamour 3D would fit the bill for anyone looking to learn 3D, fly pattern, and even for a basic sport plane. Set up time at the field isn't more than a few minutes with the two piece wing, and carry-through spar. You can see throughout assembly all of the performance inspired features keeping weight down and fun factor high. You have to admit it is different and different in this case is good. I am having a lot of fun with my Glamour! See ya at the field and happy flying! 🌟

Links

Abell Hobby and Mfg., www.abellrc.com, (406) 259-4882

Byron Originals, www.byronfuels.com, (712) 364-3165

Du-Bro, www.dubro.com, (800) 848-9411

JR, distributed exclusively by Horizon Hobby Distributors, www.jrradios.com, (877) 504-0233

O.S. Engines, distributed exclusively by Great Planes Model Distributors, www.osengines.com, (800) 682-8948

Spektrum, distributed by Horizon Hobby, www.spektrumrc.com, (800) 338-4639

ZAP, manufactured by Pacer Technology, www.zapglue.com

For more information, please see our source guide on page 121.

AIRBORNE

The Glamour assembles quickly at the field and was ready to go in a few minutes. I fueled up the tank and gave the old O.S. a shot of the electric starter. No surprise, the Surpass sprang to life and after tweaking the high speed needle was purring like a kitten! The Glamour taxied well despite some strong winds. The Glamour has a very neutral stance on the gear, looking as if it is in level flight. Powering up the little "Surpass that could" motivated the Glamour up to speed but it still was not airborne. It needs to be moving along at a good clip with a generous elevator input before breaking ground. I attribute the long take off roll to the near-level stance and the inability to achieve a steep angle of attack. Once airborne the Surpass 70 had more than enough to accelerate for endless vertical.

Getting a little stick time experimenting with various controls showed respectful handling traits. I went through the aerobatic menu and noted pattern ship qualities. Point rolls and knife edge were a thing of beauty with minimal control coupling. We're not talking



much. Your computer radio can easily program it out. I was ecstatic at how neutral the plane flew! Typically, you only think of 3D planes hanging on the prop or flopping about. The Glamour does much more! Needless to say with the huge rudder, tall fuselage, and the additional area of the SFGs, knife edge flight is spectacular. Snap rolls however, aren't spectacular but doable. The unique leading edge and the SFGs limit the snap roll and spin performance but it will still perform them when pushed.

I enjoyed the Glamour most when low and slow. Slow speed performance sets this plane apart from any other in my collection. Talk about a forgiving stall! The Glamour will harrier as if it were a helium balloon. Add aileron for slow motion rollers. Its forgiving nature let me push the limits of the plane with an uncanny level of confidence. The absence of control coupling makes for very predictable maneuvering. Point the nose up higher for hover fun, as even in hover the Glamour is a joy. The Surpass 70 has plenty of punch-out power and transitions beautifully.

You must consider the landing gear stance while landing. My typical personal landing style is to set up a nose high pitch attitude with elevator and to drag it in with some power for a full stall landing. This will work with the Glamour but I find that because of the tall tail wheel strut the tail hits before the wing stops flying. A simple remedy is to come in faster and basically fly it to the ground for a wheel landing. The 12x6 prop and thick airfoil slow down well so landing rolls are short.