

ALFA MODEL LTD.

FOCKE-WULF

TA-183

A Vintage Jet
Finally Flies

Hukebein

by Bill Robinson

Any fan of vintage jets has to find the Hukebein compelling. Designed in Germany late in WWII, it was never built. Fortunately for model jet jockeys everywhere, the original prototype drawings were smuggled out of the country, and we now have this model as a legacy to the great minds of Germany's aeronautic past.



AIRBORNE

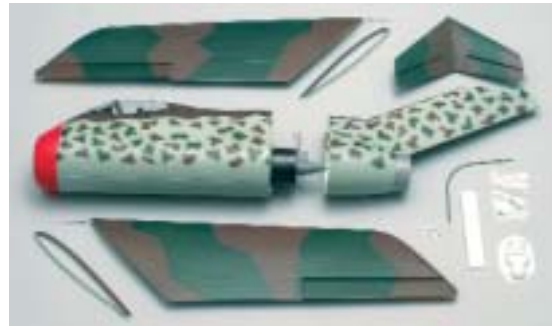
My Hukebein's first flight was on a slightly breezy day and lasted about 3 seconds as it settled to the ground under power. With a little up trim, the second flight was great and lasted about 7 minutes. The Hukebein has a nice profile in the air, and the fan noise as you streak by is thrilling. I settled my nerves with a couple of circuits and then tried some rolls. They were smoothly axial, needing just a little up elevator on entry. I tip stalled at the bottom of my first loop. The highly swept wing stalls easily with excessive elevator. Be gentle on the sticks. The Hukebein shows a wide speed range and flares nicely for landing. Keep the speed up until just before touching down to avoid unexpected tip stalls. Alfa Model is well aware of the unique flying characteristics of the Hukebein, and the last section of the instructions outlines them clearly. Follow their guidelines, and you will be rewarded with enjoyable flights.



PHOTOS BY THAYER SYME AND JEFF WISDOM

The Hukebein rolls into a turn on a late afternoon mission.

Thayer Syme can't resist a sunset Hukebein patrol along the sand dunes.



The Hukebein kit arrives beautifully painted, and with the motor and ducted fan already installed.

ASSEMBLY

The packaging is first class. Unfolding the bubble wrap reveals a beautifully painted model waiting to be assembled. The foam structure has a smooth skin that is well detailed with completed panel markings, rivets, and a camouflage paint job. The control surfaces are pre-hinged with control horns and pushrods installed. Only decals are needed to finish the exterior of the plane.

With only five major parts, the assembly process should have been an easy task. The manual has sections for each step of the assembly process but doesn't tell you which order to do all of the steps. There is also a detail sheet that helps you understand what the manual is talking about. Some photos in the instructions would help.

I started by attaching the wings to the fuselage, the hardest step. The wing halves are butt joined to the fuselage using contact cement or epoxy (my choice). I used wood

blocks under the wings for support. After dry fitting and aligning everything, I used pins to hold the right wing against the fuselage. Using the wing outline on the fuselage as a guide and working quickly, I applied 5-minute epoxy to the root section of the left wing, the wing rod where it slides into the spar, and slid the wing against the fuselage. Align the wing with the markings on the fuselage and hold it in place while it cures, which should be right... about....

now! If you need more working time, 30-minute epoxy is suggested for its slower



The elevator servo is mounted in the tail cone in a lite ply tray. With the gear in place, the fuse halves are joined with sparing amounts of glue.

curing time. I repeated this procedure for the right wing.

RADIO INSTALLATION

I glued a Hitec HS-55 into the rear servo tray for the elevator with 5-minute epoxy. The aileron servo needs higher torque so I

used a Hitec HS-81. I spent a lot of time trying to minimize binding in the pushrods, but you will always have some. The receiver is mounted above the fan in the rear of the fuselage.

CONCLUSION

This is not a plane for beginners! The assembly is challenging and the unique flying characteristics require some respect. You will need a fair



Left: the ducted fan and motor are pre-installed at the factory. The receiver mounts above the engine on a small platform. Right: the recommended battery and aileron servo have ready access under the cockpit.

SPECS

MODEL: Focke-Wulf Ta-183 Hukebein

MANUFACTURER: Alfa Model Ltd. Czech Republic

DISTRIBUTOR: Hobby-Lobby Inc.

TYPE: Fun Scale WWII Park Flyer

FOR: Intermediate-advanced pilots

FLYING WEIGHT: 17 oz.

LENGTH: 30 in.

WINGSPAN: 31.5 in.

WING AREA: 217 sq. in.

WING LOADING: 11.3 oz./sq. ft.

RADIO: 3 channels required; flown with: Hitec Laser 6 transmitter, Hitec 555 receiver, HS-81 aileron servo, HS-55 elevator servo, Jeti 110 speed 10 amp speed control

POWER SYSTEM: speed 300 ducted fan, 8-cell 1100mAh NiMH battery

FULL THROTTLE POWER: 9.0 amps, 81 watts; 4.76 W/oz., 76 W/lb.

TOP RPM: 36,120

DURATION: 7-10 minutes

MINIMAL FLYING AREA: Soccer field

PRICE: \$169 List

COMPONENTS NEEDED TO COMPLETE:

3 (or more) channel transmitter, micro receiver, 1 micro servo, 1 mini servo, 8-cell 1100mAh NiMH battery, 5 and 30 min epoxy

SUMMARY

This is a unique scale park flyer best suited to an experienced modeler looking for something different. There are some challenges with assembly and flying, but with the usual ducted fan roar, it looks and sounds great in the air. The unique story of its development, well detailed in the manual, increases its appeal. The Hukebein can handle moderate breezes and flies smoothly once it accelerates and is "on step."

amount of room until you are comfortable flying the Hukebein, since pulling hard in a turn can result in a tip stall. Despite this, the Hukebein is a fun project that is well made. It looks fantastic on the ground, and even better in the air. 🌪️

Links

Hitec, www.hitecrd.com, (858) 748-6948

Hobby Lobby, www.hobby-lobby.com. (615) 373-1444

For more information, please see our source guide on pg. ____.