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**MAXFORD USA**

# PROFILE P-51



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**Key Features**

- > The Profile P-51 is easy to set up for electric or nitro power systems.
- > The float option is easy to install and give the added versatility of taking off from the water or snow.
- > You can switch from floats to the wheels in less than 20 minutes.
- > The color scheme is easy to follow in the air.
- > The receiver and battery are hidden in the wing for a cleaner overall finished look.

**Pros**

- > All wood construction
- > The radio equipment is hidden in wing
- > Rugged construction
- > Easily seen in the air with invasion stripes and red tail

**Cons**

- > The float manual could be more detailed
- > Had to shim brackets on rudder cable so sleeve of cable would stay in place

## Fly a proven profile red tail P-51

This profile P-51 was originally offered as a kit by Mr. Charlie Bauer, owner of four Pi RC. After many years of successful kit sales, he gave the design to Richard Sang, owner of Maxford USA, and he modified it so it could be reproduced as a high-quality ARF. The ARF model features a one-piece wing that separates from the fuselage for easy transport and storage. There is a hatch on the underside of each wing panel for electronics, a lightweight fuselage with open channels for the rudder and throttle servo extensions, keeping the wires out of the way and enhancing the scale-like appearance. The red tail has been added due to the popular movies that feature the Red Tail Squadron and their influence on WWII missions in Europe.

**ASSEMBLY TIPS**

I have a small free-standing plastic vise which is great for holding the profile fuse while the horizontal and vertical stabs were epoxied to it. Be sure to expose the correct amount of wood to ensure a strong joint. All of the hinge locations have been pre-slotted so when the tail is in place, the rudder and elevator surfaces can be attached with thin CA along with the ailerons. My vise was also handy with the installation of the engine and fuel tank. The servo bays are all pre-cut, so the servos simply drop right in. Be sure to align the control horns before securing them in place. The only part that took some time was working the servo extensions through the profile fuselage. I used heat-shrink tubing on all the connectors to ensure that they do not come apart in the fuselage. The wing bays are large, making it easy to install the receiver on one side and battery on the other.

**INSTALLING THE FLOATS**

The Maxford floats are constructed from fiberglass with a near flawless finish. The aluminum struts are all predrilled. A pilot hole is placed in the center of a hidden plywood block under the fiberglass to aid in aligning the strut in the center of the plywood mount, thus eliminating any guesswork. The water rudder uses a rubber band to hold it in position so if it comes in contact with any obstruction in the water it will flip up with no damage. If you choose to fly off snow, you can flip the rudder up and out of the way. The rudder is large so you will experience very good water handling when taxiing and taking off. The manual has an addendum for installing the float system on the P-51 and using this will make the installation much smoother. The manual that comes with the floats is a little confusing, especially where it indicates the placement of the floats with respect to the plane's center of gravity. To attach the float system to the P-51, I had to make four brackets out of aluminum stock by bending them to 90 degrees and drilling the appropriate hole so the unit could be attached to the fuselage. The only problem I had with the installation was the brackets that secure the rudder cable were not snug enough to secure the sleeve. I inserted a balsa shim to prevent the sleeve from moving when the rudder was activated.



**NEED TO KNOW**

**MFG/DISTRIBUTOR:**  
Maxford USA

**TYPE:**  
Sport profile glow ARF

**FOR:** Intermediate sport pilots

**MINIMUM FLYING AREA:**  
RC club field

**PRICE:** \$125.99; Float Set - \$59.99

**NEEDED TO COMPLETE:**  
Electric motor or glow engine, 4-channel radio system with four micro servos, "Y" harness, servo extensions, prop (to match power choice)

**Author's Opinion**

I fly a lot of scale planes that are quarter-scale and larger. They take up a lot of space in my vehicle and usually I can only transport one at a time. If something goes wrong at the field, there I sit for the day not able to fly. This profile P-51 doesn't take up a lot of room in my car, is easy to transport and enjoyable to fly. I installed floats which allow me to fly at the lake or off snow when the runway is covered in the white stuff. For me this is a very versatile plane.





## IN THE AIR

### FROM LAND...

At the field, the Profile P-51 only takes a few moments to get ready for a flight since you can transport it with the wing attached. Once I fired up the O.S. 35AX and ensured it was running smoothly, I applied full throttle and the model was airborne in less than 50 feet and able to climb out at a very aggressive angle of attack. The engine/prop combination that I used supplies plenty of thrust for the light plane and the thick airfoil adds to the aerodynamic lift and stability. I strongly suggest using a computer radio system so you can adjust the dual rates and expo to your liking. When properly set up, the P-51 can fly like a trainer or an aggressive 3D machine. The plane is very responsive and will satisfy a wide range of skill levels. Stalls are gentle and easy to recover from. Loops and rolls can take up the whole sky or be completed in a nutshell. During inverted flight, some down elevator had to be added to keep the plane in level flight. The large rudder makes it easy to hold a knife edge. The P-51 will do almost anything you want it to do.

### FROM THE WATER...

As at the field, the O.S. 35AX engine and prop selection supplied plenty of power to lift off the water quickly. Once in the air, I trimmed out the model for hands-off level flight. Even with the floats the model is still very stable in the air. Loops and rolls could eat up some altitude with the additional drag from the floats, but they were still very fun to fly. The water rudder is very efficient and results in a plane that is easy to taxi at low speeds and stays on track during take-offs.

### FROM THE SNOW...

I'm addicted to flying regardless of the weather and with the arrival of fresh snow, I was at the field early the next morning preparing the Profile P-51 for takeoff. It may have only been seven degrees out, but that was not going to stop me. I stuffed hand warmers into my gloves, placed the flight battery in, fueled up, hit the nose cone with the electric starter and allowed the O.S. 35AX to sufficiently warm up before taxiing out onto the snow covered runway. The rudder is held down with a rubber band so in the snow it swings back and steering is performed with the tail rudder. As with the land and water takeoffs, the engine has more than enough power to get the model airborne quickly. Taking off from the snow was just as easy as any other surface. The floats provide plenty of surface area so they don't "dig in"; they just glide along the top of the snow. Landing roll-out can vary in length depending on the type of snow you are landing on. If it is hard and icy, you will need to leave some extra room for the model to come to a stop as there will be little resistance. If it is powdery snow, then you will find that it comes to a stop rather quickly.

### THE LAST WORD

Maxford is a family run business that focuses on producing high-quality models that are backed by excellent customer service. The Profile P-51 arrived in perfect condition and the manual was concise and easy to follow. Being able to add the optional floats really sets the model apart from others on the market. Flying from water and snow are now within reach, expanding the locations where you can fly. The P-51 has a very wide flight envelope and when set up properly it will perform almost any maneuver you want. This is one model that is not only fun to fly, but very versatile. 🌟

## SPECS

**WINGSPAN:** 52 in.

**WING AREA:** 805 sq. in.

**WEIGHT:** 4 lb. 4 oz.

**WING LOADING:** 12 oz./sq.ft.

**CUBE LOADING:** 5.1

**LENGTH:** 40 in.

**RADIO:** Four channel radio required; flown with JR 10X transmitter and a JR R700 receiver, five JR NES241 servos

**BATTERY:** JR 2700mAh NiMH

**ENGINE:** O.S. 35AX two-stroke

**PROP:** APC 10x6

**MAX RPM:** 8,500

**FUEL:** Byron 15%

## We Used

### TRANSMITTER

JR 10X



### RECEIVER

JR R700



### SERVOS

(5) JR NES241



### BATTERY

JR 2700mAh NiMH



### ENGINE

O.S. 35AX



### FUEL

Byron 15%



### PROP

APC 10x6



### CONTACTS

**APC PROPS** [apcprop.com](http://apcprop.com)  
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**JR RADIOS** [jrradios.com](http://jrradios.com)  
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**MAXFORD USA** [maxfordusa.com](http://maxfordusa.com)  
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**OS ENGINES** [osengines.com](http://osengines.com)  
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For more information, please see our source guide on page 113.