



1/16" thick windscreen is preformed - should keep the exhaust sludge out of the pilot's tea.



High aspect ratio wing is flat bottomed and provides plenty of lift. Fuselage is identical to Par Par biplane, cabane mounts are provided in kit.

Peter Miller, highly impressed with these amazingly complete and beautifully detailed kits from Israel, offers a pictorial tour of the latest example he's built

TISSAN HAIFA *Flamenco*

Tecspects

Name:	Par-Par
Aircraft type:	Low wing aerobatic trainer
Manufacturer:	Tissan Haifa (Israel)
Available from:	HobbyStores
Recommended price:	Check with your local HobbyStore
Wingspan:	49"
Wing area:	314 sq. in.
Length:	33"
Tailspan:	16 1/2"
Area:	66 sq. in.
Weight:	40 ounces
Power:	.10 to .15 or .26 four-stroke
Radio:	4 channel std radio with one micro servo

The Flamenco is very similar in most respects to the Par Par reviewed some time ago. For this reason we have tried a different type of review to show you the perfection of these kits.

Flying

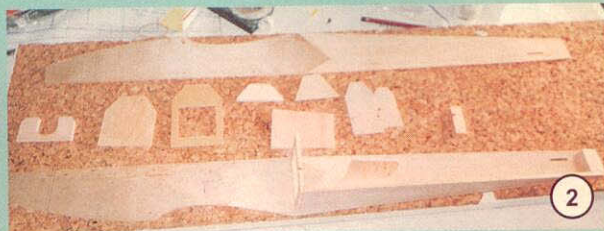
The Flamenco flies very nicely, take offs are smooth and straight and quite quick with the .12 - with a .15 it would be very lively. In the air the model is docile and would make a good first low wing subject. Most aerobatics can be flown, loops and rolls being easy. Outside loops and inverted are not possible due to the flat bottomed wing section. The glide is very good and landings are a pleasure to do.

The Par Par biplane is much more positive and nimble for aerobatics but the Flamenco has the better glide and is more forgiving in flight.

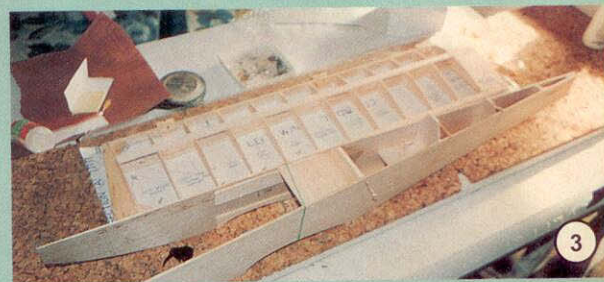
R/M



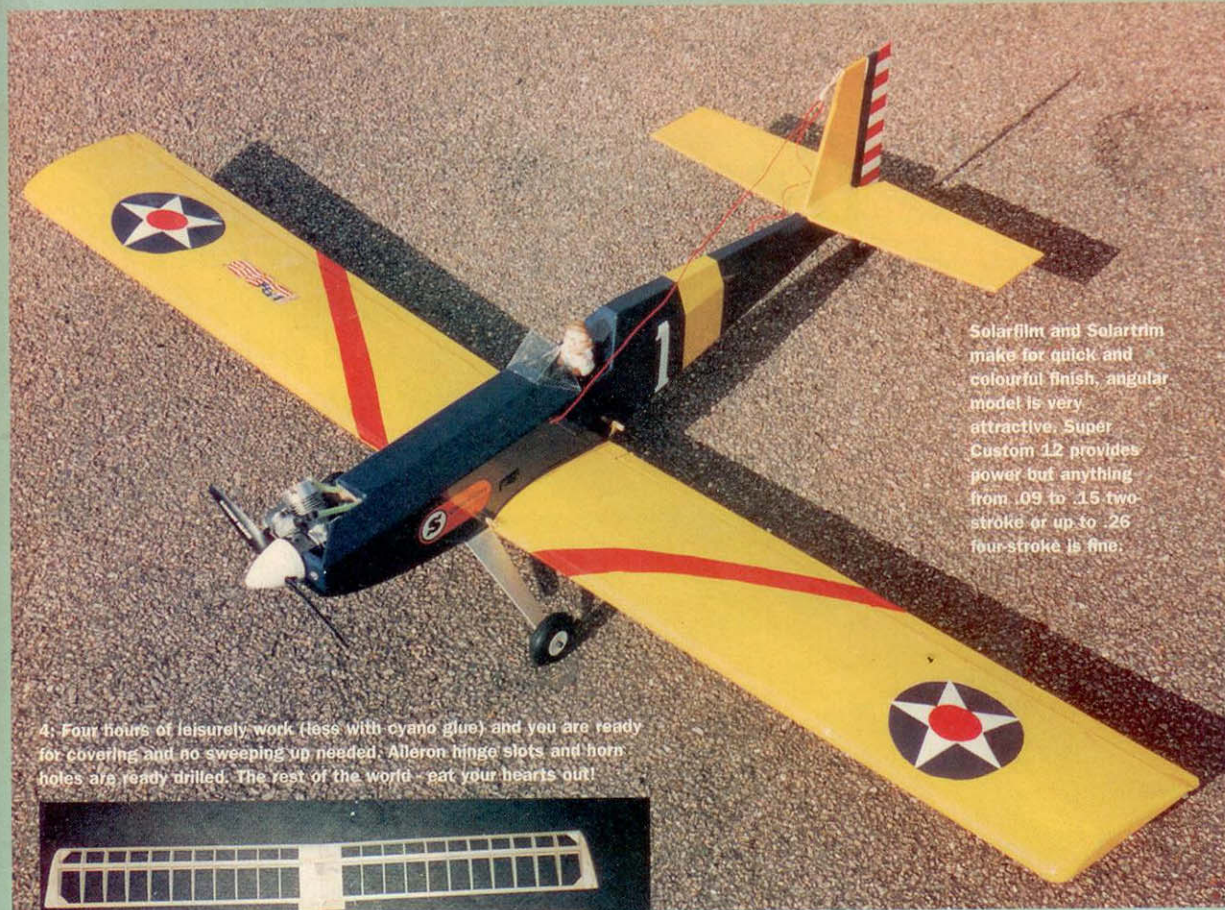
1: Flamenco kit is very complete, you only need wheels, tank and three Easy Connectors plus engine, R/C and covering. For some reason, axle bolts for the main wheels are also needed.



2: First stage of fuselage assembly is unusual but works well. ALL holes are ready drilled and forms are chamfered to suit fuselage tapers. Everything fits to perfection.

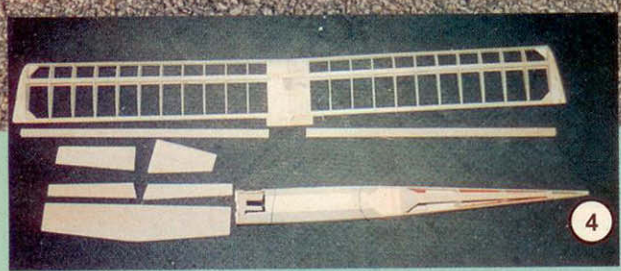


3: Second stage in fuselage construction. Note treblers in wing seat area, top one acts as support for servo rails, check your servos for fit against plan in case adjustments are needed



Solarfilm and Solartrim make for quick and colourful finish, angular model is very attractive. Super Custom 42 provides power but anything from .09 to .15 two stroke or up to .26 four-stroke is fine.

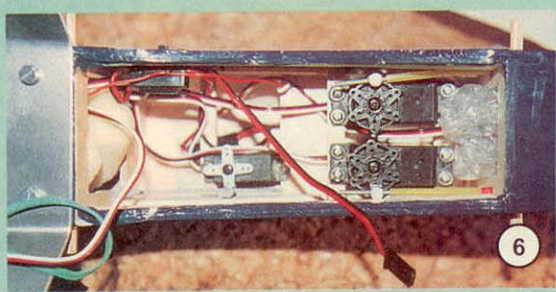
4: Four hours of leisurely work (less with cyano glue) and you are ready for covering and no sweeping up needed. Aileron hinge slots and horn holes are ready drilled. The rest of the world - eat your hearts out!



4



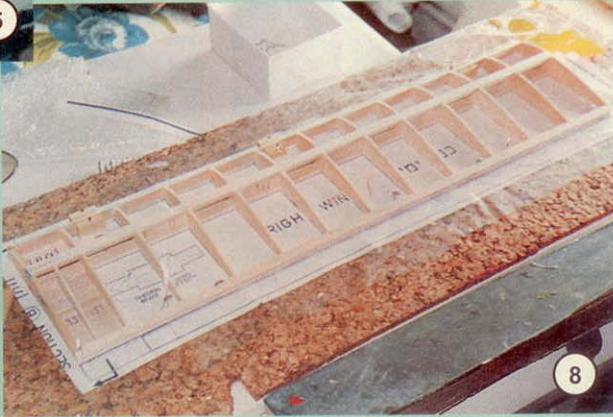
5



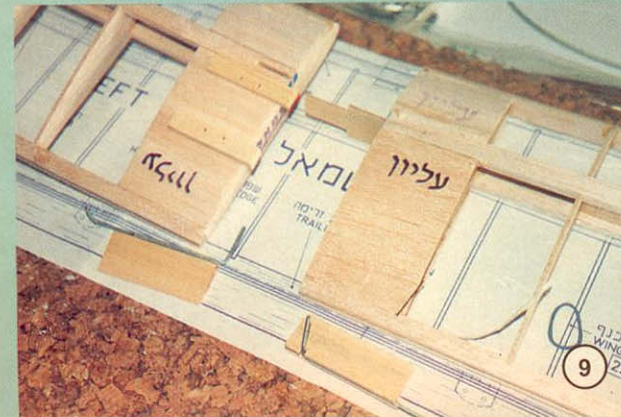
6



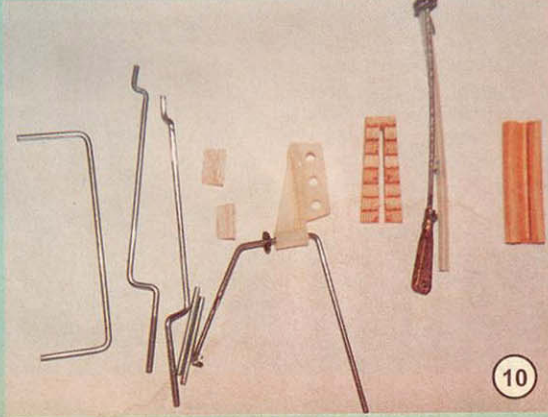
7



8



9



10

5: Fuselage complete. Even the chamfers on the top decking are shaped. Only knife work on fuselage is for engine clearance. Even glasspapering is minimal. Engine mount is provided and holes drilled for bolts but not engine. Blind nuts, missing from my kit, the first missing parts out of four kits! 6: Fuselage will take three standard servos, micro servo needed for ailerons. Standard battery pack and standard six channel receiver fit. Four servo rails are different lengths to allow for fuselage taper. They all fit, of course...

7: 1/8" sheet tail surfaces have all hinge slots and slot for tailwheel arm ready made - sand edges round and they are finished. Triangular stock at base of fin is NOT part of the kit but I suggest you fit it as butt joining fin to tailplane is weak. 8: The wing goes together in nothing flat, all parts fit exactly, even centre section sheeting is labelled 'top' and 'bottom' and they mean it. Spars are colour coded top and bottom. Note leading edge jig blocks nailed to board.

9: Wing ready for joining. Only cutting needed is centre ribs for dihedral brace. Note, centre ribs are handed and pre-chamfered for dihedral angle. Hardwood trailing edge sections ready to fit. Servo rails angled to allow for wing curvature. Attention to detail is the best in the world. 10: Some of the hardware; pre-bent snake ends, pre-soldered clevis on throttle cable, specially shaped tailwheel mount, tiny triangular fairings for rear of fuselage and shaped channel for holding throttle run.