

BY CLIFF BECKER cliffb@flyrc.com

MAXFORD USA Mentor-G V2



PHOTOS BY WALTER SIDAS

Key Features

- > The large control surfaces give the Mentor excellent aerobatic performance. Versatile.
- > The aluminum landing gear is designed so it can take a beating.
- > There are accessories for floats and a drop box which can be installed easily thus creating a more versatile plane.
- > The firewall has been predrilled to accept the CRRCpro gas engine with electronic ignition.
- > The entire fuselage is constructed of plywood creating a very strong structure.

Pros

- > Forward hatch is very useful for easy access to batteries, fuel tank and other accessories
- > Balsa construction of wings and tail surfaces is robust
- > The no cowl design is great for making adjustments to the engine

Cons

- > Some hardware is mismatched, but Maxford is working on an addendum to correct issue



NEED TO KNOW

MFGR./DISTRIBUTOR:
Maxford USA

TYPE: 26cc gas trainer ARF

FOR: Intermediate pilots

PRICE: \$239.99

NEEDED TO COMPLETE:
Radio system, five servos,
engine and flight battery

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Author's Opinion

Maxford products are high-quality. The Mentor-G V2 is no exception. The fuselage is all ply with the wings and tail surfaces are balsa construction. The landing gear has a very robust design for those novice landings. The covering can be repaired easily when damaged. This is a gentle giant in the air.



Giant-scale versatile trainer

The Mentor-G V2 has been designed to introduce a pilot who has some experience and has mastered their first trainer to the world of large-scale, gasoline powered planes. The wing loading of 23 oz./sq.ft. results in an aircraft that is forgiving in the air. It can be slowed down, thus giving the pilot those added seconds to make flight corrections. The very strong balsa/ply construction of the airframe combined with the robust landing gear

can take some abuse, especially on those less than perfect landings. The wing is easily separated for transportation and the front, top hatch allows an easy access to the batteries and fuel tank. Maxford took the effort and made the Mentor-G incredibly versatile where in about twenty minutes, it can be fitted with floats. It is also the ideal plane for all seasons because you can fly on land, water and snow. With the low wing loading the pilot can devel-

op water skills needed for more advanced scale-like floatplanes. The Mentor-G is a more challenging plane than a beginner's trainer. It allows one to build confidence for flying a large aircraft and allows you to experiment with basic aerobatics while also being a forgiving aircraft which reduces flying stress and encourages experimentation at the controls.



IN THE AIR

At the field the Mentor-G was an attention getter. With an audience I verbally went through my check list, fueled up and range checked my system. Once I was satisfied with all surface movements, the engine was choked, ignition system turned on and the plane was ready for start-up. One of my fellow pilots held the fuselage while I cranked over the prop. After a few pops, the engine started. I taxied out on to the field and ran a few taxies back and forth on the runway. The plane responded well. Once the engine warmed up, the Mentor-G was ready to take to the air. I pushed the throttle up slowly and the plane started down the runway. As the tail lifted off the ground, I pulled gently back on the elevator and the Mentor-G lifted off the ground. I took two passes around the flying field making minor trim adjustments for level flight. Once achieved, I started the shakedown maneuvers with the stall first. With the plane pointing into the wind, I cut back on the throttle. The Mentor-G hovered for a moment, and then dropped its nose while the wings stayed level. As the plane descended, I gave increased throttle to pick up speed and pulled back on the elevator until it regained the lost altitude—that was stress free. My next maneuver was my right and left square boxes. There was no trouble keeping altitude and making nice crisp turns with just the ailerons. I next went to a large slow loop, then out of the loop to a roll. The Mentor-G again responded well. Of course, it's not a pattern plane, but the maneuvers are smooth with minimal loss of altitude. The Split S ate up some sky, but still can be performed on low rates. When I fed-in the high rates, the maneuvers were faster and more crisp. It was now time to set up for approaches. Our field is 280 feet long and large planes eat up the runway. I set up an appropriate glide pattern, cut the throttle back and performed a slow flyby about three feet off the ground down the runway. The Mentor-G was very rock solid. I throttled up, circled around for final approach. The touch down and roll out were perfect with plenty of footage remaining on the runway.

Now off to the water where it took about twenty minutes to remove the landing gear and secure the float system. With the Mentor-G V2 in the water, I taxied out making left and right turns to see how the water rudders were responding to my inputs. I could perform fairly tight right and left turns at about quarter throttle. Once I had a feel for the taxi maneuvers on water, the plane was pointed into the wind as I throttled up the engine for take-off. As speed picked up, the floats lifted up and skipped along the surface of the water. Once enough air flow had been obtained, the Mentor-G lifted into the air. Very little rudder was needed to maintain a straight heading and I readjusted the trims because of the addition of the floats. The Mentor-G still retained the rock solid characteristics it had with its wheels. It also had no trouble with handling wind and this makes for one great trainer.

On water, I enjoy flying scale-like maneuvers. The Mentor-G is truly a gentle giant in the air. I had no problem holding the plane on course. I could fly the plane at only about six inches above the water, pull out, come back, perform a gentle touch down, run the engine up and take off for another touch and go. I also ran the plane on the water for about fifty yards with some left and right turns at a medium speed to see how my modifications coped with the stress. I was satisfied with the aluminum I used and also the responsiveness of the water rudder—there were no problems.

The Mentor-G can be flown from land or with the addition of floats from water and even snow. The water rudder on the floats is not a problem on the snow because the rubber band that holds it down can be redirected to hold the rudder up and away from the snow. You will then use the plane's rudder to steer on the snow. All in all, this is a very relaxing, stress-free, fun plane to fly with no nasty flying characteristics.

THE LAST WORD

Maxford has put a great deal of thought into the development of the Mentor-G V2. This plane can draw-in a wide variety of RC enthusiasts since it meets the needs of a wide range of competence in flying. It can be setup as a basic trainer with slow flying, smooth and predictable characteristics. A buddy box can be utilized to introduce new RC pilots to the hobby with satisfying results. Once skills have developed, the rates can be changed for aerobatic maneuvers. When floats are installed, the plane can then be flown off water and snow. The gas engine gives the plane enough power to tow gliders and banners thus adding to its flexibility. This versatile plane serves the interest of a wide range of RC pilots, especially someone looking for a relaxing fun plane to fly and one that is built ruggedly to give years of service. ☺

SPECS

WINGSPAN: 83 in.

WING AREA: 1,187 sq. in.

WEIGHT: 11 lb. 9.6 oz.

WING LOADING: 23 oz./sq.ft.

CUBE LOADING: 7.8

LENGTH: 60 in.

RADIO: JR 10X

ENGINE: CRRcpro GF26IV2

PROPELLER:
Master Airscrew S2 series 18x6

RPM: 7,600

FUEL: Gasoline/oil mix

We Used

TRANSMITTER

JR 10X, JRP1656



BATTERIES

JR 2700mAh NiMH (2), JRPB5012



RECEIVER

Spektrum DSM2 AR6200
6-channel, SPMAR6200



SERVOS

Hitec HS-485HB (5),
33485S



ENGINE

CRRcpro, GF26IV2



PROP

Master Airscrew
S2 series 18x6



SULLIVAN PRODUCTS

Gold-N-Rods, #508



CONTACTS

CRRcPRO crrcpro.com

HITEC hitechrcd.com

JR jrradios.com

MASTER AIRSCREW

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For more information, please see our source guide on page 105.