



Arriving in a great big box, Jamara's 'Even' turned out to be a great big foam aeroplane - a whopping 2.6 metres of broad chord, heavily undercambered thick wing which should help it to float on thermals. Clearly, then, a model to fly around at a leisurely pace by the looks of things!

Inside that huge box, you get a finished and fitted-out model, with all the radio gear installed, adjusted and fettled ready for flight, a custom-designed transmitter, including a set of dry batteries and a portable charger for the also included 1800 3S Lithium Polymer battery which powers both the radio and that electric folding fan up there at the pointy end! It seems, then, that Jamara have the whole deal covered with the Even and so, after just half an hour from opening the box, the tail was slotted and affixed in place (tape and a screw), the battery was topped up on the charger and the sticks

were wiggled confirming that it all worked as intended, with no snags!

The supplied model arrived as a Mode II item, i.e. throttle left, aileron and elevator on the right on a single stick, with the rudder and throttle on the other and although I nowadays regularly fly Mode 2, I much prefer Mode 1, this being the more natural to me and the one learned with. But hey - not a problem, this is a big floaty thing and it's hardly going to be aerobatic anyway, more a sort of assisted free-flight jobbie!

Wandering down into the bottom of my 'rustic' garden, the battery was plugged up and, with the throttle stick back, a reassuring and now familiar series of beeps from the Electronic Speed Controller (ESC) confirmed that we were 'armed' and ready to go. Powering up the prop, a fairly modest draught was generated - enough to fly the model no doubt, but hardly in the 'Hotliner' category, and indeed, nor was I expecting it to be. Just

one [important...] thing to do before we commit aviation - a range check at full and part throttle, so the huge Even was 'draped' over my helper whilst I took a few paces back with the transmitter aerial retracted to just one section. Range proved to be as good as anything with no glitches or snags, even when the brushless ESC was dialled in, powering the motor up. Great!

She's off!

One - two - three - she's off, but hardly climbing, or so it seemed. In fact this was an illusion, for in much the same way that your 747 or the like seems to be just hanging in the air when approaching Heathrow over the M25, the Even's sheer size made the model seem much slower in the air than it actually was. And, thankfully, we cleared the boundary trees with plenty of reserve altitude, circling gently for a couple of hundred feet whereupon the prop was stopped with the blades

RIGHT: Swooping in over the beach; great fun but not recommended if people are about. This is pre-'Grockle' season!

FAR RIGHT: "LOWER!" they shouted (in unison) - "No problem", I retorted.



JAMARA 'EVEN'

This 2.6 metre EPP foam electric soarer with extended flight time capability provides the ideal vehicle for leisurely summer thermal hunting





Specification

FREQUENCY BAND:	35 MHz
SPAN:	2.6 metres
LENGTH:	1.4 metres
WING AREA:	67.3 dm ²
WEIGHT:	1480 grams
WIND LOADING:	68 g/dm ²
FLYING SPEED:	12 m/s
FLIGHT TIME:	15 to 30 min (under power)
PRICE:	£249

ABOVE: EPP fuselage is incredibly strong - folding prop works well. **BELOW LEFT:** Supplied 1800 3S LiPo battery provides up to 30 minutes of powered flight. **BELOW RIGHT:** Perfectly adequate 35 MHz four channel Tx is readily convertible for all modes and includes servo reversing.

folding back nicely to produce a streamlined low drag nose. I felt out the glide - no real trim change from power on to off, but the adverse yaw from the ailerons was very marked and the whole model felt sluggish and unresponsive. It was a windy day, so after exploring the envelope with a few more climbs and glides, an uneventful landing was executed, leaving us in fine fettle to fight another day.

The next flight took place a couple of weeks later - spring had sprung and in delightfully sunny, warm conditions, with little wind, the Even was given another airing. My son was staying with us and he mused that the Even, with its huge wing, would be an ideal camera platform for his mobile phone which has video - an idea for the future, we thought! In the interim, I had a review to write and a model to evaluate, so off into the blue yonder, the Even powering away, feeling much more lively in the still air than it did previously, with a good climb and quite reasonable speed on the glide if the nose was dropped a tad.

Several flights ensued, all confirming that the ailerons were not exactly powerful and that adverse yaw was very marked if rudder wasn't used, but fortunately the latter proved powerful and effective and far more useful than the ailerons for turning the model in a meaningful way. I seldom advocate coupled controls with gliders, much preferring the control offered by keeping things separated, even with my large scale gliders, but the Even is a prime candidate for connecting the rudder and ailerons together with a simple 'Y'-lead,

whereupon you could dispense with one stick and fly her as a two-channel glider (or three- if you count throttle!)

Thermals were about - the Even made full use of them and I could have stayed aloft as long as I wanted to on that day, with huge bubbles of lift there for the taking. We enjoyed many longish flights, each ending in a landing invoked from height, rather than due to the lift or flight battery fading - the duration under power is about fifteen minutes by the way, which is plenty for an electric glider, resulting in flights of half an hour to an hour without too much effort or luck!

She's pretty tough, too

Back indoors the transmitter back was removed to see if the Mode could be changed and with plugs to the circuit board from the sticks, this proved a snap, so I swapped over to Mode 1. No problems despite a bit of a fiddle with the spring tensioner blade, which had to be changed to the other stick unit and a servo reverse on the front panel. So straightforward as to not worry if your local stockist has the wrong Mode for you on the shelf - you can easily swap it!

On Mode 1 I felt more adventurous - my son's video phone was strapped to the top of the wing at the leading edge root and a full aerial survey of the locale was undertaken, with spectacular results. Yes indeed, the Even is a perfect camera platform.

A few small negative points, then. That very poor aileron response is in part down

to the clever 'buried' actuating mechanism which looks neat, but precludes adjustment and makes servicing complicated. The Even won't be everyone's cup of tea, partly because it's such a big, ungainly model to handle, but if bigger is better in your eyes, then go for it. And she's pretty tough too, as I discovered when, in a moment of exuberance and sheer folly, I decided to do a few touch-and-goes for the camera - not off land but the water during a beach sortie later that week.

The touch was great - the go was not so bad either, but the follow on proved destructive when the fuselage filled with salt water, shorting the receiver out and putting all controls onto full throw! What did I say about that aileron response? Hmm... may have to re-evaluate that one, given the spectacular snap roll into the beach from about thirty feet up! Total damage? A slightly bent nose and a broken carbon joiner - amazing considering the stature of both model and accident which put her in vertically and at speed. This says much for the strength and bounce of the EPP foam used in the Even's construction. With the receiver flushed with cold water and thoroughly dried out, the carbon tube repaired with thin CA and a balsa rod up the middle, my Even was repaired in very short order and looked none the worse for its adventures at all, which is remarkable! There you are, crash tested and proven for your consideration - now that's what I call a comprehensive job of work!

