

# Nemesis NXT

SEAGULL'S LATEST LOOKS FAST, JUST SITTING STILL...  
BRADLEY FRETWELL STEPS UP TO TAKE HER FOR A SPIN



*If you ask me this model represents terrific value for money - £150 goes a long way where Seagull models are concerned.*

**D**escribed as the most successful air racing machine in history, the full-size Nemesis is a Formula One aircraft built by John Sharp in the USA. Flown between 1991 and 1999 it won 45 of the 48 events entered and set 16 world speed records in the process, reaching 290mph; no mean feat. Incidentally, the NXT designation on the box of Seagull's 56" (1420mm) version is somewhat misplaced. Truth is, the NXT is a kit class racing aeroplane and physically far removed from this model, which is squarely based on the original machine.

Although the name, reputation and indeed look of the Nemesis may have the average flier quaking in his boots, in reality there's nothing daunting about this model, either from the

flying or building perspective. In reality, it's a safe, well-made and refined aeroplane that the experienced pilot will surely enjoy.

## SCREW FIX

Out of the box, each individual component looks quite brilliant and it's quickly apparent that the model is up to Seagull's usual standard. The quality of the wood, laser cutting and Oracover covering job is quite sublime, to the extent that few builders would have the skills to replicate this kind of finish. The long, painted glass cowl is also beautifully made, as are the wheel spats.

Some thought has been applied where hardware is concerned, too. The control horns, for example, consist of a threaded bolt that passes

through the control surface, supported on each side by a nice metal collet to help spread the load. Meanwhile, a better than average tail wheel assembly is also included.

Where assembly is concerned, there's little to report. The first job is to fit the furry Mylar control hinges, which require just one or two drops of cyano to secure. With this, the next task of adding the tail feathers is so straightforward that it's barely worth comment. Mind you, the undercarriage is worth a brief mention since for some reason the bolts that secure the u/c legs refused to screw into their respective pre-installed blind nuts. Anyway, the best course of action here was to simply run a tap through them, which solved the problem.



## POWER UP

An i.c. engine mount is provided, along with one of Seagull's electric conversion kits. In this respect no specific electric power system recommendations are made, although 800W would be a good guide for anyone considering that route. The removable top hatch provides convenient access to an area that's large enough for a good size (perhaps 4s) Li-Po battery, so the electric flier has clearly been catered for.

It was to be a refined SC .46 two-stroke for me, though, an engine for which there's plenty of room within the cowl. Fitting the beast was straightforward, although I had to replace the engine mounting screws as the ones supplied broke when I tried to tighten them.

Cutting the cowl to fit around the engine is just a case of taking your time, repeatedly fitting, removing and re-fitting to ensure that the apertures are of the correct size and in the correct position. The cowl is too slim to enclose a two-stroke silencer, but with the engine mounted sidewinder fashion the silencer tucks neatly underneath and even seems to enhance the model's appearance.

## RADIO GA GA

Fitting the radio is straightforward enough comprising an aileron servo per wing, mounted on a recessed panel, with the remaining three (elevator, rudder and throttle) located in the fuselage. There's plenty of space left over for the receiver and battery, whilst the

removable canopy provides convenient access to everything.

Deciding where best to put the Rx battery did cause some head-scratching. Seagull has provided a battery cavity and hatch towards the rear fuselage, and whilst the model balanced perfectly well with the pack so located, having it so far back seems counter-intuitive, no matter what a balance check confirms. Clearly the cavity's be positioned back there to counteract the effect of the model's long nose, however I decided that the safe option was to have the pack around the intended C of G to make the model a little nose heavy. For my part, it's a decision I haven't regretted, however if you're intending to fit a bigger, heavier engine then the little battery bay may come in handy.



*A very sleek and smart ARTF on a number of levels. Seagull really does knock out a polished ARTF product.*



*Aeros are all very well but this one looks best when it's flown fast and smooth.*



*With the silencer hidden away on the underside, you hardly notice it in flight.*



*The tail wheel is a typically robust Seagull affair.*

That said, the Nemesis doesn't really need anything beyond a .46, indeed my SC has proved to be a perfect match for the airframe.

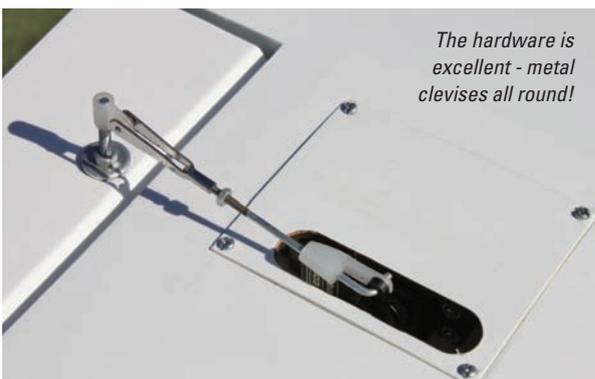
### **STARTER'S ORDERS**

Unloaded from the back of the car this model is quick to rig, its plug-in wing panels sitting over a substantial tube joiner, roots tucked neatly into recesses in the fuselage sides.

Problem-free safety and range checks paved the way for the model's first take-off, with half throttle seeing it accelerate smoothly down the runway. A dab of rudder kept it tracking straight and barely a brush of elevator saw it airborne without any fuss, easing into the first circuit. A few clicks of aileron trim were all that was needed to see the model tracking very nicely.

Being based on a Formula One machine and having a racy appearance, you'd be forgiven for assuming that the Nemesis is a tricky proposition at slower speeds, but that's simply not the case. It will stall, of course (represented by a wing drop) but the speed at which this happens is so slow that you'd expect such a reaction.

Having ticked all the boxes as far as low speed handling's concerned, next on the checklist was aerobatic



*The hardware is excellent - metal clevises all round!*



*For a very pleasant change, the pilot figure looks pretty darn good and perfectly in keeping.*

*I didn't use it, however this is the rear, underside hatch for the receiver battery.*

performance and, as you'd expect, the model manages this very well for a semi-scale type, with rolls and loops being easily performed. The occasional split 's' and Cuban eight are a little more laborious, but no more than most other i.c. sport models of this size. Inverted flight does take quite a bit of down elevator to sustain, although this could well be a result of my forward centre of gravity.

Aeros are okay, then, but the Nemesis is better when flown big and smooth. It's a racer, after all, and designed to go in straight lines very fast. Truth is, adopting a similar flying style seems to suit the model and you'll find it looks absolutely superb through long, banked turns.

Putting the Nemesis into a landing circuit and lining up for finals poses no problems at all. Keep her smooth and steady and she'll cruise in for a greaser every time. The landing speed is perhaps a tad faster than the average sport aerobat but nothing a confident intermediate or experienced pilot shouldn't be able to handle.

### TOP DOG

This is my first encounter with a model from the Seagull stable and it has to be one of the best kits I've come across in quite a while. It was refreshing to be presented with such a well-constructed airframe and it's apparent to see that a lot of thought has been put into the design and construction; particularly the

two-piece tailplane and nicely recessed wings. This one's clearly not a first low-wing machine, however it does represent an attractive proposition for experienced pilots seeking a racy and highly capable sport aerobat.



## DATAFILE

|                         |  |
|-------------------------|--|
| <b>Name:</b>            | Nemesis NXT  |
| <b>Model type:</b>      | Semi-scale racer   |
| <b>Manufactured by:</b> | Seagull Models   |
| <b>UK distributor:</b>  | J. Perkins Distribution<br>Tel. 01622 641097<br>www.jperkinsdistribution.co.uk |

|                            |   |             |              |             |
|----------------------------|---|-------------|--------------|-------------|
| <b>Wingspan:</b>           | 56" (1420mm)  |             |              |             |
| <b>Fuselage length:</b>    | 46" (1170mm)  |             |              |             |
| <b>Wing area:</b>          | 3.6sq. ft. (0.3sq. m)   |             |              |             |
| <b>All-up weight:</b>      | 6 lb (2.7kg)  |             |              |             |
| <b>Wing loading:</b>       | 27oz / sq. ft. (8.2kg / sq. m)  |             |              |             |
| <b>Functions (servos):</b> | Aileron (2); elevator (1); rudder (1); throttle (1)   |             |              |             |
| <b>Rec'd engine:</b>       | .40 - .46 two-stroke,<br>.52 - .70 four-stroke (or electric equivalent)                       |             |              |             |
| <b>Quality:</b>            | <table border="1"> <tr> <td>Poor</td> <td>Acceptable</td> <td>Excellent</td> </tr> </table>   | Poor        | Acceptable   | Excellent   |
| Poor                       | Acceptable  | Excellent   |              |             |
| <b>Assembly:</b>           | <table border="1"> <tr> <td>Easy</td> <td>Intermediate</td> <td>Difficult</td> </tr> </table> | Easy        | Intermediate | Difficult   |
| Easy                       | Intermediate  | Difficult   |              |             |
| <b>Flying:</b>             | <table border="1"> <tr> <td>Novice</td> <td>Improver</td> <td>Experienced</td> </tr> </table> | Novice      | Improver     | Experienced |
| Novice                     | Improver  | Experienced |              |             |

