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SIG

Somethin' Xtra EG

Somethin Fun for Everyone!

The Sig Somethin' Xtra has been a favorite Fun Fly airplane since the late 1990's. It is a nice bridge between a second airplane and a true aerobatic aircraft. It features a semi symmetrical airfoil similar to the Four Star, but with its sleeker fuselage and lack of dihedral in its wings, the Somethin Extra adds more aerobatic ability while maintaining an easy flying airframe.

The Somethin' Xtra EG is an ARF that is available in two different color schemes; green or red. The airframe is covered in genuine UltraCote covering and all the decals are applied at the factory. The fiberglass cowl and wheel pants are painted to match the trim scheme and are predrilled for mounting as well. A full hardware kit is supplied, including a fuel tank and engine rails for a glow setup or an adjustable motor mount for an electric setup. Even a fully painted pilot bust is included to avoid the unpiloted drone look in the air.

Everything came well packaged in the box with each airframe piece bagged and taped in place to minimize shipping damage. The instruction manual is well written and documented with photos along the way. There was little prep work other than organizing all the parts and prepping my radio gear for the airframe. My initial impression was that this would be an easy two-night build so I was eager to get going on it.

Key Features

- > The EG means it's ready to accept either electric or glow power systems.
- > A battery tray held down by a hex bolt allows for easy battery access.
- > The adjustable motor mount makes using your choice of motors easy.
- > The large wing allows for stable slow flight characteristics.
- > The two piece wing and relatively sleek fuselage allow for a small footprint for transport and storage.

Pros

- > Modern color scheme with all the decals applied at the factory
- > Complete kit with all the hardware needed to assemble the model
- > Ready for both electric or glow setups

Cons

- > Tight fit on mounting the adjustable motor box

ASSEMBLY TIPS

I have seen many glow versions flown hard time and time again at flying fields and events. While I have run many planes on glow power, most of my planes of this size now get electric power. For this I went with an E-flite Power 46 with a matching E-flite Pro 60amp ESC. This setup should match the performance I had seen from the glow-powered kit-built versions from a few years ago. For control I used my JR 9503 with an AR6210 receiver and four Spektrum 6110 servos. The build is very straightforward with few surprises. The tail feathers need to be epoxied on and all the control surfaces need to be affixed with the included CA hinges. All the slots are in the wood and all the cutouts for servos and wires are pre-trimmed at the factory.

A couple of areas that slowed me down came when I had to install the electric power system. I have used the adjustable motor boxes on the new Four Stars, but the tight cowl spacing on the Somethin' Xtra left very little room for tightening the bolts to the firewall. I only had about 1/4-

inches of space to work with to tighten the hex head bolts. I ended up having to trim down a spare Allen wrench with a cutoff wheel so I could get the wrench onto the bolts. Another quarter inch of space here would have made things much easier. I also had a little trouble with the ESC mounting. The manual states to use a block of balsa to glue to the top of the battery bay, which makes a flat spot to Velcro the ESC in place. I had a hard time reaching in there to get the block in place and once I did get the ESC into its proper place, it was not secured all that well. It stays in place with the battery mounted, but it has been pulled loose a couple of times after a flight when removing the battery tray. This is a minor annoyance mostly because of the tight space to remount the ESC. I also tried to mount the included spinner on the airplane, but with the Power 46 having such a large prop shaft, I had to drill it out and once fitted it would not spin true so I opted to leave it off which also provided more cooling air to the motor.



Author Steve Mills carries the Somethin' Xtra back after another flight.

Author's Opinion

The Sig Somethin' Xtra is like a street rod of RC airplanes. You pack a lot of power into a small airframe and let it rip. This is not to say that the Somethin' Xtra is small, but there is just enough interior room to contain the power system, keeping the drag and airframe weight down. This makes the build a little more time consuming than other Sig airframes, but it is still easily done in a couple nights. The Somethin' Xtra is designed for either electric or glow power and either way you'll have a sporty aerobatic airframe that can scream around the field at high speed, flip around the sky doing aerobatics and yet still slow down for lazy circles and easy landings.

NEED TO KNOW

- MANUFACTURER/DISTRIBUTOR:** Sig Mfg
- TYPE:** Sport ARF
- FOR:** Intermediate sport pilots
- PRICE:** \$200
- MINIMUM FLYING AREA:** Club field
- NEEDED TO COMPLETE/GEAR INCLUDED:** For the electric setup you'll need four Standard Servos, 4-5 Channel transmitter and receiver, 600-1000 watt brushless motor, 60A ESC, 4-6S 3000-4000mAh LiPo and compatible charger.



IN THE AIR

Since the Somethin' Xtra was a little large for our parkflyer field I drove out to my club field which has a long runway and plenty of flyover space. I had set the dual rates on the radio per the manual and checked the power system. A quick taxi test showed that the Somethin' Xtra had great ground handling. I never had it even come close to a ground loop which is a great confidence-builder for pilots learning to handle a tail dragger airframe. Applying throttle, the tail came up and with a little back pressure the Somethin' Xtra took to the air. There was little trimming and the CG felt solid in both upright and inverted flight. Once trimmed I always do a stall test on new aircraft. I took the Somethin' Xtra up a couple of mistakes high and pulled back on the power and eased into the elevator. The plane eventually stalled and dropped to the left wing. I tried it again a little more aggressively on the elevator and once again it dropped the left wing. It quickly recovers and does not enter into a spin upon stalling.



Now that I knew what to expect I could start to wring out the airframe. Knife-edge flight was decent, but required a fair amount of speed with the recommended rates so I switched to a higher rate and it was improved. Rolls were very axial and can be quick on high rates. The difference in color scheme from top to bottom of the wings helped maintain orientation in the quick rolls. Snap rolls were tame and easily recovered from. With the CG in the middle of the recommended

range, spins were possible, but very tame and not very flat. Inverted flight was easy with practically no down elevator input needed to maintain level flight.

3D Flight is increasingly popular and although Sig does not even remotely label this as a 3D plane, it can do a few post stall maneuvers. Hovers are possible if you enter them cleanly, but the rudder will not let you fall too far off before you have to exit and recover. It has a large elevator so a slight harrier was possible, but the rudder is blanked out by the wing and fuse too easily.

For someone wanting a more relaxing flight with the rates on low and even some added exponential, the Somethin' Xtra becomes almost trainer-like and could easily be used as a second airplane with the help of an experienced pilot for the first couple of flights. With the addition of the sleek cowl the plane really drops some drag from its previous kit-built version which helps it pick up some speed. I could easily see some friendly pylon racing break out at a field between a pack of these planes.

At the end we all have to land and the Somethin' Xtra had no surprises there. It shares the same slow flight characteristics as its Four Star cousins but with a little less drag, you'll want to stretch out the final approach to bleed off the speed. The wide gear settles in nicely, but don't worry if you bounce it in a couple times on the gear. It's made from a hardened aluminum that can take plenty of abuse from rough landings.

THE LAST WORD

During the past two years Sig has updated some of their more popular kits and it's great to see the Somethin' Xtra make that list. They kept it EG even though it's a tight fit which means it will appeal to more modelers as they can choose their power system. The build is straightforward and even though it was a tight fit and I had to take a little more time installing the electric power system, I was never confused about any steps in the build process. The covering looks great and the green scheme really pops in the sky, making it easy to keep track of orientation. I would recommend this plane to anyone that has mastered an aileron trainer and is comfortable in both upright and inverted flight. A less seasoned pilot can start out with low rates and ease into the plane. More advanced pilots will have no problem maxing out the controls and putting the coals to the fire with the Somethin Extra. In either case the plane breaks down to an easily transportable size that will fit in most backseats or car trunks. For a fun sport flyer it'll be hard to beat the Sig Somethin' Xtra. ☺

SPECS

WINGSPAN: 51.5 in.

WING AREA: 725 sq. in.

FLYING WEIGHT: 5 lb., 4 oz.

WING LOADING: 16.68 oz./sq. ft.

CUBE LOADING: 7.4

LENGTH: 48.25 in.

DURATION: 6-7 minutes

POWER CONSUMPTION: 50 amps 975 watts

We Used

TRANSMITTER

JR 9503, JRP2930



RECEIVER

Spektrum AR6210, SPMAR6210



SERVOS

Spektrum 6110HV, SPMAS6110



MOTOR

E-flite Power 46, EFLM4046A



ESC

E-Flite 60-Amp Pro, EFLA1060



BATTERY

Thunder Power G8 5s
3300mAh 45c, TP3300-5SPR45



PROP

APC 12x8 Thin E, LP12080E



The battery tray slides in and is secured with a bolt yet comes out for easy access to the Velcro straps.

CONTACTS

APC apcprop.com, (530) 661-0399

E-FLITE e-fliterc.com, (217) 352-1913

SIG sigmfg.com, (641) 623-5154

SPEKTRUM spektrumrc.com, (123) 345-2345

THUNDER POWER thunderpowerrc.com (702) 228-8883

For more information, please see our source guide on page 97.