

Precision Aerobatics Addiction ARF

Here a good-looking 3-D trainer you can stay with as you grow your skills.

JAY SMITH



TYPE	Almost-ready-to-fly aerobat
SKILL LEVEL	Intermediate
WINGSPAN	39.5 inches
WEIGHT	26.5 ounces
LENGTH	41.85 inches
PRICE	\$149.95 (PA Pro Package \$419.95)
INFO	www.precisionaerobatics.com

ARF FEATURES

- Laser-cut balsa, plywood and carbon-fiber airframe construction
- Factory covered in lightweight, heatshrink film in your choice of five color schemes
- Brushless outrunner motor
- Easy-to-install, removable wing panels
- One-piece wing with factory-installed, carbon-fiber wing spars
- Top-quality hardware and fasteners
- Control horns, rods and linkages
- Illustrated instruction manual

The Precision Aerobatics Addiction is one of the few airplanes I fell in love with at first sight. The large control surfaces combined with the thin fuselage and ample side area let me know that this airplane that was ready for anything I cared to throw its way.

The Addiction's slender profile is complemented by a bright green finish with white flame trim. Take that and the fact that it's small enough to go anywhere fully assembled, and you can see why I was hooked so quickly. The Addiction is also available in yellow, red, purple and blue film, so there's no need to worry if green isn't your favorite color.

Precision Aerobatics offers all its aircraft as part of an Integrated Performance Airframe drive system (iPA) package. The iPA package I received includes the ARF aircraft kit, a PA Thrust 20 outrunner motor, PA Quantum 30A ESC, precision propeller adapter, PA V2 2200mAh 11.1 volt LiPo battery, four Voltec VTS-70MG servos, thin gauge twisted extension servo arms, Deans Ultra plugs, and an APC 11x3.8SF propeller.

The Precision Aerobatics iPA package also includes a carbon-fiber 1.5-inch spinner, so the only items left for the pilot to supply are a transmitter and receiver. Choosing the Precision Aerobatics iPA package ensures that the components are all easily installed without modification.

The Addiction comes out of the box with all the graphics already applied. The ailerons and elevator are hinged for you, and the vertical stabilizer is securely attached. A close look at the wings or fuselage will show you that carbon fiber has been mated with the wood to provide an even stronger structure. This construction technique is referred to as FiberFusion. Carbon fiber is also effectively used for the wing tube, pushrods, firewall, landing gear and control horns. Because of all the carbon fiber used in the model, I opted for a 2.4GHz Spektrum AR6200 receiver so I could take advantage of its additional remote receiver.

I was pleasantly surprised to find that the Addiction did not require any of the usual tightening of the covering. I used a trim iron to confirm that the covering

was securely bonded to the underlying wood prior to removing the covering from the servo bays, the air exit on the bottom of the fuselage, wing bolt and servo wire openings, and the stabilizer.

Inserting the horizontal stabilizer/elevator from the rear of the fuselage requires removing the balsa at the rear of the slot. Use a hobby knife with fresh #11 blade for a clean job. A balsa wedge and two strips of covering are provided to seal the gap after the installation.

The only two hinges that need to be glued on the aircraft are used to attach the rudder. With the rudder installed, mount the tail wheel by drilling a 1mm hole in the bottom of the rudder and gluing the landing gear wire to the rudder. I used a stitch method with Kevlar thread to ensure that the tail gear would not pull loose if the model landed on or taxied over a rough surface.

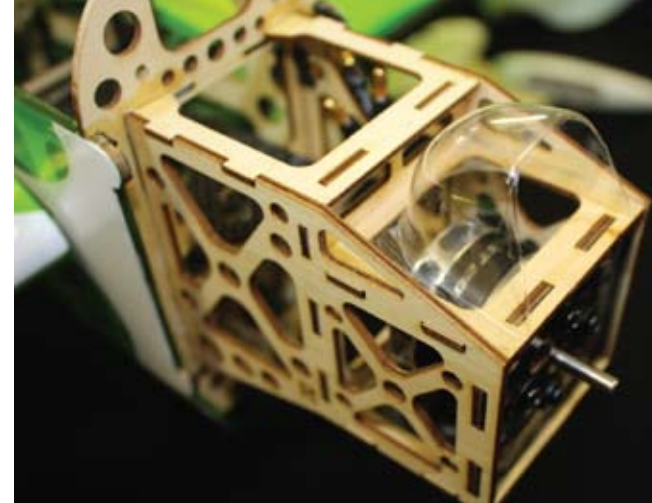
The Addiction's wing attachment method requires the builder to glue a nylon bolt into each wing with CA. This bolt is then inserted into the fuselage where it is secured with the supplied nut and washer. A small wrench is provided for this step, although I found it a little difficult to tighten in such a small space. Since I don't plan on removing the wings for transportation or storage, I used the provided connection method. If you plan to remove the wings regularly, you might prefer installing blind nuts in the wing panels and using thumbscrews inside the fuselage.

I set the controls to mirror what is recommended in the manual: 45 degrees throw on high rates with 70 percent exponential, and low rates at 20 to 25 percent with 30 percent exponential. The CG falls within the 100-105mm stated range when measured at the wing tip. A

quick check with a watt meter showed the Addiction to be a powerhouse, reading 31.23 amps and 356.3 watts using the supplied APC 11x3.8SF propeller.

Control throws and exponential settings allow the Addiction to fly mild to wild, depending on your skill level. Lower rates let it perform like a sport aircraft, while high rates combined with the recommended exponential make the model 3D capable. Either way, the model's light wing loading lets the Addiction fly low and slow.

My flights to date have all been with full throw in 10-15 MPH winds. Basics like loops and rolls are quick and crisp, and snap rolls are a blast. Harriers and hovers are solid, and the large throws easily counteract the effects of torque or weather. The Addiction helps you grow, and rewards you along the way with graceful response to your commands.



The people at Precision Aerobatics clearly know how to save weight through effective laser cutting. First-class construction pays off in first-class aerobatic performance.



Access to the battery, onboard RC equipment and wing attachment is under the Addiction's canopy.