

Addiction Review by David Boyd

Hi, I'm Dave the guy flying the purple Addiction in "GOT AN ADDICTION-The Movie". When PA asked me to do this Review I said "I'd love to". But I am just an average pilot and wondered why they chose me. These reviews are usually done by 'experts' who are able to fly KE circuits and rolling harriers.

After building and flying one, I realised that's the whole point, the experts have already done their job with this one, and they have done it very well. The result is a true ARF kit that is of incredibly high quality in design and finish that complete amateurs like me can build easily and fly with such confidence, your flying will improve from the first flight.

So the build begins by opening the box and involuntarily saying things like WOW and COOL! The sexy film covering leaves nothing to the imagination. While checking out the parts, you really begin to appreciate the amazing technology that is behind this model.



The kit is packed to a very high standard and includes thoughtful details like a deflection gauge, Velcro and even a wing bolt spanner. What's super impressive is how much work PA has already done for us.

Firstly the wings are virtually finished, aileron hinges done, gap sealed, anti roll pins glued, needing only the servos and wing bolt installed.

The horizontal stabiliser is also hinged to the elevator. Fantastic!

The Fuselage is super stiff, with lots of carbon fiber in all the right places like the landing gear mounting plate, and best of all the canopy is totally complete with 3 strong magnets installed already. It's not going anywhere during those crazy blenders.

But the motor cage is what impressed me most. It is a work of Fiber Fusion art that fits to the fuse with 4 carbon pins and 4 screws later the perfectly matched Thrust 20 motor is installed. It's that easy!

Enough drooling, it's time to build. There could be warps in control surfaces due to humidity changes during transport. One of my ailerons needed a bit of heat gun action.



Precision Aerobatics very obviously do a lot of R and D with their kits resulting in iPAs. I went for the extras package and was rewarded with a hassle free installation and I knew that the only thing stopping it flying like the 3D videos is my thumbs.

Next carefully cut off the covering in all required areas. I used a soldering iron because it's quick and the edges of the cut are sealed. Then I started with the wing servo installation. The carbon pushrods are a little tricky but when done as per the instructions, they are strong, stiff and light, basically everything you need in a pushrod.

Due to the laser cut joints, only the very smallest amount of epoxy is needed on the supplied carbon fibre control horns. I took 2 mm off so it wouldn't protrude through the balsa and push on the film on the other side. That said it is a minor cosmetic improvement and was the only modification to the kit I did during the build. I also glued the tail wheel to the rudder with epoxy now. Thin CA was used for the rest of the build, keeping the added glue weight very low.



Installation of the landing gear is as easy as screwing in 4 screws and bolting on the wheels with nylock nuts to a 20 mm bolt. Looks fantastic and feels like there is plenty of strength to handle the rough grass at my local field.

Slot in horizontal stabiliser, line it up and thin CA keeps it in place.

The huge rudder, with its unique spider web balsa frame can now be installed with the supplied hinges and a few drops of CA. Seal the gap. Install the rudder and elevator servos and it's starting to look like a plane.



Time to concentrate on the business end. The motor cage is already done and is very well engineered. Fibre fusion at its best on the motor mounting plate(is that what its called). Install the Thrust 20 but don't forget to remove the C clip or there will be friction. That huge yawning cowling isn't just for looks. With the two plastic air scoops and the Thrust 20 Rotorkool technology, I will be happily flying throughout the hot Western Australian summer. By installing the 30A ESC just behind the motor means it will also benefit from all that air movement. There is even more FiberFusion on the motor cage mounts. It's held on to the fuselage with 4 carbon pins and a little CA if you like. The motor isn't going anywhere.



Now is probably a good time to install the receiver of your choice and check everything works. If it does, set up 45 degree throws on everything and 70% expo, half it all for low rates and your good to go.

Drill pilot holes through the cowling carbon mounting tabs and screw on the cowl, oh and put on the wheel pants if you like.

Another detail showing the incredible quality of the Addiction kit is that centre of gravity range is just 5mm, and the best suggested C of G is actually 103.5mm from leading edge of wing tip.



Well that's all there is to it. I managed to build it in 5 hours with a break for dinner.
Put on some stickers and your ready to experience flying a 750 gram balsa machine like a 400 gram foamy.



Flying:

Range checks ok and power on. No up elevator is needed to stop it nosing over thanks to the carbon landing gear being very forward. 10 meters later and a little up elevator, it pops up off the ground like bread ejected from a toaster. I suddenly discovered how much authority you have, a lot! I kept the power on, got high, levelled out and after a couple of clicks of left and a bit of up it was flying straight and level. Thinking about the 5 cm C of G range, I found inverted flying needed only a little down, just like the manual says, therefore its close enough for the first flight.

Initial Impressions : A+, Looks great, easy to fly thanks to lots of expo, and orientation clearly visible in the sky.

Alright, checking stalling speed I slowed down to fast walking pace before any sign of a stall, when I experienced a slight nose down which was easily recoverable from. No dreaded tip stall. Fantastic, time to try out the Thrust 20 with the 11x5.5E. Power on, pull back on elevator and the nose is pointing skyward and accelerating. It feels like it will 'wall' very well, like the Katana Mini. Throttling back a bit and there is the hover, but going into it like this I needed lots of aileron correction, and plenty was available on tap. I thumbed away until balance was achieved and bingo, a perfect hover which was easy to sustain. Next I explored harriers gradually applying the incredibly very smooth power from the Thrust 20 I discovered no sign of wing rock at all. I am only a few minutes into the first flight and I am already doing a harrier manoeuvres 2 meters off the ground with confidence. The Addiction is so easy to harrier around, I wanted to keep going, doing ever decreasing circles by tapping the rudder.

Power and speed : A, Plenty of power to pull out of hovers and tricky situations, and floats around like a foamy. Seriously!

While floating around I got a bit low and landed accidentally. No worries! I took the opportunity to move the still cool Pa 1800mAh battery back a bit. Power up and like before, toast is ready again again. Now in flight, instead of feeling more twitchy with the new rearward c of g, the flight characteristics have actually improved. I will have to play around to get that 103.5mm c of g just right. Trying a few loops, the wings remain perfectly horizontal throughout the entire loop. Sweet! Next is a Knife edge. My brain to thumb interface only allows me to KE from right to left, and I found it is very easy to put on too much rudder and end up in a hover, but otherwise it's a joy, allowing the brain to think about moving the elevator and work on those KE circuits.

Handling : A+, No hidden surprises and dares you to push your limits

While up higher, I tried my latest move, the rolling harrier or my awkward version of it. It just feels so much like a foamy is ridiculous. Trying a blender reminded me once again to write down the necessary stick movements, I keep forgetting what to do. Landing is as easy as taking off, but probably need to have the low rate switch on so you don't accidentally nose up and stall. It's even easier if you do a harrier landing.

3D flying : A+, Addiction is obviously able to do so much more than I am capable of, but doesn't punish you for trying new things.

Flying the Addiction is like accelerated learning. You get the feeling you can begin to really explore the 3D you always wanted to but too afraid to try (close enough to the ground to see that is) They say its easier to do 3d when the plane is close to you, because you can react quickly and now I believe them. The only criticism I have is the tail wheel mounted to the rudder puts a lot of load on the rudder servo if your not careful, and a tail skid might be a better option there. Otherwise PA has definitely delivered what they promised wit the Addiction, I love it. Now what am I going to do with all those foamys?