

Bob wants this passed on to the members regarding the fast & furious.

1. A gws slow flier 8X6 prop is a much better prop than a 9 inch prop. The 9 inch will kill off a 1250 mah 2 cell in about 2 min and 15 sec of flight due to the current draw. The 8X6 gives flights of over 4 and a half minutes with a lot of juice still left. Probably can get 6 minutes but I have not taken it all the way out yet. Takeoff performance is not quite as dramatic but top speed and acceleration is much better. So is maneuverability.

2. Be sure you are a little nose heavy on the cg for your first flights and do NOT fly with a streamer until you are comfortable with the handling of the plane. This is a very light airplane. One flown in wind (about 18 to 20 mph) with a streamer became controlled by the streamer and was last seen over Canada and being chased by Canadian Air force interceptors... unsuccessfully I might add.

3. On takeoff, be ready for a vertical climb out. The plane seems to do this fairly naturally. I usually just let it fly out of my hand with about 45 degrees nose up and near full power... But be prepared for it to go vertical until you decrease the power and give it down. The give it down part is the most important, but once it's away the pull the power back is very helpful in getting back to where you are more comfortable. This bird flies very well slowly once it is airborne. I think you will find it a joy once you throttle back. With the power really up its well behaved **IF you have small control throws and lots of expo!** Please ask to see mine regarding throws. 1/8 inch is adequate for low rates.

4. If you are flying with the 8 inch prop set your transmitter timer for 4 minutes and you should be fine. If you do your first flights with the 9 inch set it for 2 minutes, use throttle management, and plan on being on the ground at 2 minutes if you are using a 1250 mah pack. If smaller, be on the ground sooner. If you start to lose throttle get it on the ground before you lose transmitter. If you lose transmitter, throttle to zero then throttle back up and it will recycle and you should have control to land.

5. When landing you will in all likelihood run out of elevator in the flair. Be sure you throttle is at zero before you flair cause its gonna nose over and you don't want a current spike on the motor. The prop saver will be helpful here both for prop longevity and motor mount longevity. I tried a landing yesterday with medium rate elevator and did not get any better flair. I'll try a high rate one today and will see if it helps.

I will have the plane with me whenever I go to the field in case anyone needs to look at anything. If you need more foam let me know.

bob branch