

# FLIGHT TEST

BY MIKE GANTT ■ PHOTOS BY JOHN REID

## Pacific Aeromodel e GEE BEE Y

Stunning looks and performance to match!

I USUALLY FLY 3D FOAMIES at my local park, and as always, I watch other guys flying their built-up, covered kits with a bit of admitted envy. They do look fantastic in the air. Only I can never find the time to spend building one of these kits. Wanting to enjoy the best of both worlds, I looked for a model and spied this gorgeous built-up ARF from Pacific Aeromodel, the e Gee Bee Y. It features a scale design modeled after The Granville Brother Aircraft Company's original monoplane created in the 1930s. The brothers featured aircraft designs which were considered different to say the least; however such designs were way ahead of the times and were to become platforms for a myriad of aircraft in the future. Deemed the "Sports Car" of civilian aircraft, the Gee Bee Y also known as the Senior Sportster, had reportedly won more races and made more money than the Gee Bee purposely-built racers.



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Upon opening the box, I couldn't wait to get started! The aircraft structure is built from balsa and laser-cut ply. It is covered with an eye-catching scheme done in a high quality heat shrink material. The landing gear pants and cowl are painted fiberglass and match the trim scheme. Matching wing struts, a set of wheels, a

### SPECIFICATIONS

- MODEL:** e Gee Bee Y
- DISTRIBUTOR:** Pacific Aeromodel, Inc.
- TYPE:** Electric Scale ARF
- SMALLEST FLYING AREA:** Football field
- IDEAL FOR:** Experienced pilots
- WINGSPAN:** 35 1/4 in.
- WING AREA:** 200 sq. in.
- READY-TO-FLY-WEIGHT:** 21 oz.
- WING LOADING:** 15.12 oz./sq. ft.
- FLIGHT DURATION:** 10-12 min.
- PRICE:** \$99.95

### HIGHLIGHTS

- Complete, fast-building ARF
- Incredible looks
- Great flight performance

windshield, and a complete hardware package are all included to help you get into the air quickly. As stated in the 15 page color instruction manual, the E-Gee Bee Y is intended for experienced builders/pilots.

### UNIQUE FEATURES

After reviewing through the instruction manual the first time, I realized how quickly this model builds: Only 2-4 hours! Every part of the airframe is ready for final assembly. All of the control surfaces come pre-hinged with CA hinges from the factory. The covering on the tail surfaces where contact will be made to the fuselage has already been removed. This helps you to align the horizontal stabilizer and the rudder fin during installation, and saves a lot of time. The instructions note for you to tighten up the covering if necessary with an iron and a heat gun. My kit arrived perfectly taut and wrinkle free.

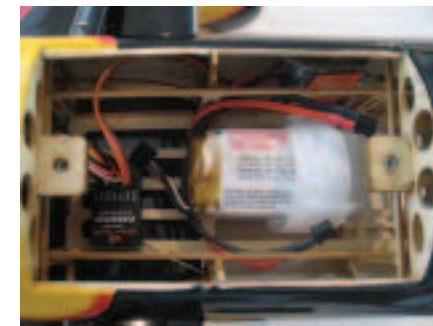
PACIFIC AEROMODEL e GEE BEE Y



The wing requires 30 minute epoxy to join halves with the included plywood spar. Before gluing, don't forget to run your aileron servo leads. This is easily accomplished as there are pre-installed pull-strings with small wood tabs attached at both ends of where you will run the wiring. Simply hook a tab to your servo lead and pull it through the wing from the pre-cut servo location. The control horns slip into pre-cut holes, and wire rods pre-cut to length have Z-bends on one end. The supplied and adjustable pushrod connectors required me to ream out my servo horns a little in order to fit, and completed the aileron linkages. Each tail servo screws into its respective cut-out, and their linkages are identical to those of the ailerons. The land-



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ing gear system easily pushes into place and is secured with thin CA and screws. The wire tail skid presses into its factory cut-out and thin CA keeps it firmly fixed.

There are pre-installed blind nuts for the

wing connection as well as for the battery hatch and motor mount. Screwing the hatch on and off for battery access is my only dislike; however these make very strong fastening points and help to cut

THIS PLANE WILL CLIMB VERTICALLY UNTIL YOUR DESIRED ALTITUDE IS REACHED



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**PACIFIC AEROMODEL e GEE BEE Y**

down the build time. The motor mount has a popular bolt pattern, preset thrust angles, and the included metric screws to keep everything together and tight. With the wing attached, there was a small amount of uncovered wood left exposed at the wing saddle, so I colored it in with a felt tip marker. Pre-drilled holes in the cowl and windshield allow for a quick installation of the two. There are even color matching wing struts included which add even more to the impressive character of this model.

**CONCLUSION**

Pacific Aeromodel has done an outstanding job with this model, and as a result, build time was only 4 hours including a trip to the local hobby store! The instruction manual details all processes with well written build steps and good accompanying photos. The e Gee Bee Y is intended for experienced builders/pilots. If you are a novice pilot, it is recommended you find assistance from an experienced modeler to help ensure positive results. This plane looks fast standing still and is fast in the air! ✈

See the Source Guide for manufacturers' contact information.



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**CONTROL THROWS:**

**ELEVATOR:** ± 3/8 in.; expo: 35%

**AILERON:** ± 3/8 in.; expo: 35%

**RUDDER:** ± 7/8 in.; expo: 40%

**GEAR USED**

**DRIVE SYSTEM:** Himax 2916/890 with Castle Creations Phoenix 25 ESC

**RADIO SYSTEM:** JR 9303 transmitter, Spektrum AR6100 receiver, (4) Hitec HS 55 servos

**BATTERY:** Thunder Power 3-cell 1320 mAh li-poly

**PROP:** APC 10x7

**In the Air**

The e Gee Bee Y can easily ROG (roll off ground) from hard surfaces, or be hand-launched. Rough surfaces should be avoided, as the wheel pants will likely take a beating. Taxi and take-offs will require some rudder input in order to track perfectly. The rollout is fairly short, and once airborne, the plane will climb vertically until your desired altitude is reached. I was a bit unready for the landing sequence; typical for a guy who flies at stall speed most of the time. The model definitely needs power on and some room for a smooth, soft landing. A schoolyard or football field is the perfect size area to fly this model, as it can move through the air rather quickly.

**STABILITY:** The model is stable at all speeds and feels solid during flight; I was surprised with how slowly it can fly.

**TRACKING:** Once trimmed, it tracks very well and will stay on line; even in a slight breeze.

**AEROBATICS:** This is where I became truly amazed with the e Gee Bee Y. Large loops and long, slow rolls are easy. The plane will fly inverted with ease, and will knife edge with the best of them. I was able to perform simple pattern maneuvers as well, such as point rolls and reverse Cuban 8's. Stall turns, wingovers, and snap rolls are also possible.

**GLIDE AND STALL PERFORMANCE:** Under power, the plane will slow down very well. It does not show bad tendencies when the CG is set at the recommended 2" from the wing leading edge. If you slow it down too much, the plane will fall rather fast and will require plenty of power in order to recover.

**PILOT DEBRIEFING**

The e Gee Bee Y is a nice change of pace if you primarily fly foam planes. With its striking scale appearance and amazing flight capabilities, it will definitely turn heads at the field. Fast passes down low look awesome, and crossing the field from end to end on a wing is incredible fun. It can easily handle breezes up to 10 mph, though windless flights bring out its best. The only radio programming I would recommend is plenty of exponential to tame this very agile flyer. I would also suggest swapping the screws which hold the battery hatch for rare earth magnets. This way you can rapidly change out the battery and get back into the air!