



AEROBEEZ
Slick Pro

AN ELECTRIC SPECIFIC 3D FUN MACHINE

BY MIKE GANTT PHOTOS BY JOHN REID

IT'S ALWAYS INTERESTING WHEN NEW AIRCRAFT COME TO

FRUITION. We often see beneficial tweaks, improved methodology and more factory completion, all of which are more than welcome. Such advancements in engineering allow for weight to be shed and a variety of materials to be employed making newer generation aircraft better than any predecessors. This leads to more intense flights and the ability to push the flight envelope to another level. Enter the 70-inch Slick Pro from Aerobeez, which is a unique-looking model with an interesting take on the acronym, "ARF." The prefabrication level is very high and everything needed to fly is included except a guidance package and power system. The Slick 70 Pro is an electric airframe and can be assembled with a 6S or higher setup. A double-boxed airframe arrived at my doorstep and when opened, my grin meter lit up. A sweet-looking bright yellow and black covering scheme is applied to a very light weight wood structure. Carbon-fiber reinforcements were added, and aside from looking cool, they add strength and rigidity which will help when a pilot performs extreme 3D maneuvers. Carbon-fiber is also the material used to make the wing tube, control horns, main landing gear and tail wheel. An online build guide is available on the company's website.

UNIQUE FEATURES

The hybrid design implemented in this airframe uses the aforementioned carbon-fiber braces sandwiched to the wood members to help keep strength up and weight down. The use of carbon fiber is nice to see and is typical of higher end models. The I-beam wing ribs employed are smart, and while

offering great strength they can be placed farther apart, further reducing the model's weight. On the nose of the plane is a carbon-fiber motor plate that was factory applied over the ply motor wall. This makes the motor box lighter yet quite stout, which is important when you plan on adding around 2000 watts of happiness up front. Holes will need

SPECIFICATIONS

NAME: Slick Pro
DISTRIBUTOR: Aerobeez (aerobeez.com)
TYPE: Electric 3D aerobat
LENGTH: 66.3 in.
WINGSPAN: 70 in.
WING AREA: 981.15 sq.in.
WEIGHT: 158.85 oz.
WING LOADING: 23.31 oz./sq. ft.
MOTOR REQUIRED: 50/60 size 315-420Kv brushless
RADIO REQ'D: 6+ channel
PRICE: \$400

GEAR USED

RADIO: Spektrum DX-18G2 w/AR6210 (spektrumrc.com), 5 Hitec 7955TG servos (hitecrod.com)
MOTOR: Hacker A60-6XS (hackermotorusa.com), Castle Creations ICE 100 speed control & Pro BEC (castlecreations.com)
PROP: Xoar 21 x 10 PJN (xoarintl.com), 2.75-inch carbon-fiber spinner (aerobeez.com)
BATTERY: MaxAmps 6S 5450mAh (maxamps.com)

HIGHLIGHTS

- Quick assembly
- Cool color scheme
- Lightweight airframe
- Wide flight envelope



TAXIING AROUND PROVED TO BE EFFORTLESS WITH SHORT BLIPS OF THROTTLE AND SMALL AMOUNTS OF RUDDER.

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THIS PLANE CAN FLY 3D EXTREMELY WELL, YET ON LOWER RATES IT CAN ALSO DRAW VERY PRECISE LINES.



to be drilled for your particular motor and then the included blind nuts can be located and secured. Standoffs of the wood dowel variety are provided in the kit and will help accommodate various motor lengths. Also in the box—along with the five main airframe parts—come foam wheels, steel axles, and a nice hardware pack with ball-link-style control rods. I have found that the latter are the easiest to set up and adjust on any type of model airplane. The rudder can be set up as pull/pull or push/pull, which positions the rudder servo farther forward or aft. This will help you achieve a proper center of gravity should you use a heavier power system.

Servo installation is standard; make sure it fits in the opening, pre-drill and thread the mounting holes, add a drop of thin CA and allow the “threads” to dry. Now when you permanently install your screws, they will stay put even during your attempts to bend the transmitter sticks. Hinging is accomplished using CA hinges. At first I was skeptical of this method for a plane this size but since there is no fuel to deteriorate them, the hinges will be fine. For attachment I used BSI Instaflex, which is CA-hinge specific and works extremely well. The huge control surfaces are all double beveled, which lets them travel more than 45° in both directions

and is what allows for extreme 3D flying. Fiberglass is used to make the nice cowl and wheel pants. The hardware is also good quality and is bagged according to the airframe part it corresponds with. The canopy is large, so access to the model's interior is not an issue; carbon-fiber pins hold the front while magnets and a spring-loaded latch are used to hold the middle and aft areas, respectively.

IN THE AIR

For the initial flights I set the center of gravity 6.5 inches from the wing's leading edge at the root. No fuel to fill and spill, no choke to pull or prop flipping required; just



A powerful Hitec servo, a large servo arm and the pull-/pull rudder offer incredible yaw authority.



A spring-loaded mechanism in addition to magnets keeps the canopy in place during high-energy aerobatics. This airframe has lots of lightening holes.



Ball linkages and double control horns ensure tight and efficient control system responsiveness.



The MaxAmps battery is strapped in tight and ready for flight. These packs are perfect for the Slick.



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plug in your favorite flight pack and get ready for fun. I will admit that the sound of a fueled engine is awesome, but so is the instant throttle response felt when using electrons to turn the prop. Taxiing around proved to be effortless with short blips of throttle and small amounts of rudder. The thrust that the Hacker motor provides allows you to take off and rotate this airplane almost instantly; vertical ascents are fast and after five minutes of flying fun later, I wanted to see how many of my MaxAmps pack's milliamps were consumed. To my surprise, there was still plenty of juice leftover and flight times of 6 to 8 minutes (flying hard) are typical. Landings are smooth and predictable with

a very manageable descent rate. After touching down it is best to avoid pulling too much elevator too early, which can lead to another short, inadvertent flight.

GENERAL FLIGHT PERFORMANCE

Stability: There are no stability issues. All axes felt fine with some dampening (exponential) added to the controls. The large empennage definitely aids in making the model feel solid in the air.

Tracking: This plane can fly 3D extremely well, yet on lower rates it can also draw very precise lines.

Aerobatics: Hovering the Slick down on the deck just looks too cool. Pullout power is excellent and any of your favorite high-

energy maneuvers are totally doable. High alpha moves/rolling harriers are nice and slow because of how light this model is loaded.

Glide and stall performance: Fly it post stall all the way to a harrier landing or let the airplane maintain a slight nose-down attitude and you will encounter a shallow glide path. If you try to fly too slowly without power, the plane will eventually drop a wing. Do that up high if you must.

PILOT DEBRIEFING

The Slick 70 Pro is a cool-looking model airplane that follows the looks of the full-scale Slick aircraft. Powered as tested, it is capable of any aerobatic maneuver and makes the pilot look good while doing it. I also like that I can run the tested power system using either 6S or 8S packs, which is an awesome option.

CONCLUSION

A quick assembly and electric power makes the Slick 70 Pro a clean addition to any hangar. A bold covering scheme is easy to see during those high-energy, eye-blurring maneuvers. With the Hacker motor I used, the power to weight ratio is perfect and makes flying the Slick a lot of fun. Even with an almost 6-foot wingspan it will easily fit in a mid-size sedan or hatchback with the wings/stabs removed. ✚

SEALING THE GAPS

When you fly high-performance aircraft, it only makes sense to do what you can to get the most from the airframe as well as its components. Aside from your perfect programming and assembly, taking the extra step to seal your airplane control surface hinge gaps is a beneficial performance upgrade.

If available, use the matching covering provided with the kit. The Slick came with matching covering pieces and these can be sized and ironed on providing an almost factory appearance. After sizing up, cut them out and iron them on.

If you don't have extra matching covering you can use good quality tape. I prefer Blenderm, which has excellent adhesion yet is easy to position and work with.

Make sure you fully deflect/extend the control surface prior to sealing its fate. If you simply seal the gap with a control surface at neutral, it will stay neutral for life and make it very difficult to fly the model!