INEXPENSIVE, HIGH QUALITY, easy to operate and too much fun—all of these adjectives could be used to describe the Miss Outlaw, Flitecraft's* newest entry to the world of floating things. Flitecraft refers to Miss Outlaw as an "unlimited air hydro," but I call it a "water rocket." It's Flitecraft's fourth entry in its lineup of airboats, and it takes its place next to the Tempest, River Edge and Shock Wave. The Miss Outlaw is available in three "flavors": the ARF (almost-ready-to-float) model needs a radio, engine and two to three hours of simple construction; the radio-ready model is factory built and painted, so you need only install your radio gear and engine; and the gas-'n'-go version is factory built and painted and comes with a .40-size engine and radio installed. I reviewed the ARF version for this article.

Model: Miss Outlaw 7.5

Type: unlimited air hydro

Manufacturer: Flitecraft

Length: 32 in.

Beam: 16 in.

No. of channels: 2

Radio used: Hitec* Challenger 250

Power req'd: .25 to .40 engine

Prop used: APC* 10x7

List Price: $99.99 (ARF); $129.99 (radio ready); $249.99 (gas 'n' go)

Comments: with a .25 engine, the Miss Outlaw is a great boat for youngsters. It's fast enough to give them a thrill, but not so fast that it will get away from them. Bolt on a .40, and you have an extremely quick, very responsive craft that will give you hours of racing fun.

Hits
- Inexpensive
- Durable
- Well-designed

Misses
- None.

LET'S GET STARTED

Constructing the model requires a small work area and a hobby knife, CA, pliers, a no. 1 Phillips screwdriver, scissors and a drill with 1/16, 3/32, 5/64 and 5/32 drill bits. There are three basic steps to completing your airboat: engine and tank assembly; radio and control-rod installation; and trim-setting adjustments.

TANK AND ENGINE

Lay out the tank components and assemble the tank as instructed. Make sure that the clunk moves from side to side without binding. When it's complete, wrap the tank in foam tape for vibration damping. Insert the tank into the tank shroud, and secure it with a 2-inch piece of nylon tubing and two bolts. Now it's time to mount the engine. Drill out the lower mounting holes using a 5/32 drill bit. (The hole locations have been marked on the bottom.) When engine installation is complete, there should be a 71/4-inch base spread and a 23/4-inch top spread (outside measurements). If your engine's crankcase is larger than 11/4 inches, you will have to trim the inside lip of each brace for proper alignment. Now, center your engine, front to back, on the brace. Using a 3/32 bit, drill the holes that will be used to secure your engine to the braces. Note: if you use an FX engine or one that has a needle valve at the rear, mount the engine as far forward on the mount as possible; if you don't, the fuel line will be crimped between the tank and the engine. Position the tank and shroud assembly so that the front tabs of the shroud are even with the front of the mount. Drill and attach the shroud to the mount, as shown in the photos in the instructions. The engine, mount and shroud assembly is now attached to the hull. This is as easy as placing a rectangular block into a rectangular hole. The mount fits into the molded indentations in the hull. Be careful when you drill the pilot holes. You don't want the hardwood blocks (attached inside the hull to secure the mount) to break loose during the drilling process. Attach the muffler, prop and spinner and fuel line, and you've completed all major

construction.

RADIO INSTALLATION

Your on/off switch is mounted in the precut opening in the radio compartment. You'll need to drill a 5/64-inch hole in the switch before it is mounted. This will allow you to insert the switch extension so the radio can be turned on and off without having to open the hatch. Use the switch cover plate as a template for the screw holes. When installing the switch, be sure the "on" position is toward the center of the boat. Use your servos to mark the servo-screw hole locations. Drill a 3/32-inch pilot hole for each screw, and secure the servos with 1/2-inch-long no. 4 screws. Insert the throttle pushrod into its guide, then bend it and insert it through the tank shroud. Attach a Qwik Link to the end of the pushrod and to the outer hole on the throttle arm. The small Nyrod that exits the rear of the boat is your antenna chase. Feed it up through the pre-drilled holes at the rear of the tank shroud and CA it into place.

The final step in installing your radio is to mount the receiver and battery. The left servo is channel 1; the right is channel 2. After this has been done, place the receiver and battery in the provided plastic bags, then put them in the provided foam shock shoe. Feed the antenna through the chase and place the foam-clad receiver/battery into its compartment.

Now it's time to turn on the transmitter and receiver. Make sure that the servo trim controls have been set to 0 (neutral). Attach the Z-bend of the throttle cable to the outermost hole in the servo arm, and place the arm on the servo spline at a 45-degree angle toward the rear of the boat. Repeat this for the rudder cable, but attach it to the servo at 90 degrees. Reinstall the servo-arm screws now; you might forget to install them later. Advance your transmitter to full throttle. Move the throttle-cable chase in or out until the carburetor is completely open. Hold that position, and CA the chase to the tank shroud. Adjust the rudder Qwik Link so the rudder is at 90 degrees to the rear of the boat. Check both channels to ensure they operate smoothly without binding.

FINAL ASSEMBLY

To attach the hatch, first make sure the on/off extension protrudes through the pre-drilled hole. Then drill three 1/16-inch holes on each side of the hatch. Secure with 1/2-inch-long no. 4 screws. Tighten them securely, but be careful not to strip the holes. The last thing to do is to apply the supplied stickers. I always wipe down the area with rubbing alcohol first to remove all dirt and fingerprints from the surface. Now it's time to get wet!

CONCLUSION

Here's a story I hope will give you some idea of how much fun this boat is. Robin, my wife of 25 years, never took an interest in my R/C hobbies. This changed one afternoon when she stopped by the pond for a while when I was running the Miss Outlaw. Just for the heck of it, I turned down the rudder sensitivity and put the transmitter in Robin's hand; I became a spectator for the rest of the afternoon! The other guys' wives and girlfriends also took the Miss Outlaw for a spin, and I suspect that this summer there will be a female contingent at the pond. Flitecraft's Miss Outlaw is an inexpensive, durable model that takes little building time and can be upgraded to suit your driving skills. Whether you're going to the pond for the first time or you want to blow your buddies out of the water, the Miss Outlaw is for you.

*Addresses are listed alphabetically in the Index of Manufacturers in the magazine.

ON THE WATER:

The performance of the Miss Outlaw has to be experienced to be believed. With a .25, it's a great boat for youngsters; it's fast enough to give them a thrill, but not so fast that it will get away from them. Nothing short of a tsunami will capsize the Miss Outlaw when it sports a .25. Bolt on a .40, and you have an extremely quick, very responsive craft that will give you hours of racing fun.

Running it at full throttle, we were unable to flip the Outlaw, and it showed absolutely no tendency to porpoise on the straightaways. We did, however, get airborne when we crossed our wakes. Left turns were reasonably tight and controllable. The radiuses of right turns, at full throttle, were about twice those of left turns. Right turns were better when we let up on the throttle just be-fore starting one, started the turn and then throttled up. After testing various props, we decided an APC 10x7 gave us the best overall performance. Acceleration was a little slower than with a 10x6, but top speed was better. (I will say, our tests were unscientific; we didn't use radar to track speed—just a few boats side by side.)

Two of my friends also run these hulls. The three of us mounted O.S. .46FXs on our boats. Can you say "Warp 10"? With the .46FX and an APC 11x6 propeller, the Miss Outlaw was scary-fast! The model still showed no signs of instability at full throttle on the straights, but it avalanched (rolled and flipped at the same time) whenever we went into a full-throttle turn.