



**Steve Collins with his "Dolphin"**

Manufacturer is Fei Bao from China. Lots of info on the plane is here!

[:http://www.fbjets.com/index.php?Page=61](http://www.fbjets.com/index.php?Page=61)

The dealer I got mine through is Marvin Alvarez. Marvin is the flight line boss at Kentucky Jets? Anyway, at the Ottumwa Jet Rally last year I was discussing with him all the potential candidates for my next sport jet when Marvin told me he was a dealer for Fei Bao. Getting one of these ordered is sometimes confusing. Marvin was great. Took care of everything. Kept me informed throughout the period from placing the order till it was delivered. Took about 9 weeks for delivery but I knew that up front, so it wasn't a problem.



I am using an older, original Titan from *Jetcat*. Propane start. Rated at 36lbs thrust from the manufacturer but I have a feeling it isn't developing quite that much.

What you get when you order one of these is a completely painted (no mold seams) all composite airframe, 3 Kevlar fuel tanks totaling 160 ounces, a double wall exhaust pipe, and the complete pneumatic landing gear system. You provide everything else.

Since the transmitter I use on all my planes is 11 years old I decided to upgrade to a new one for this jet which is a Futaba T18SZ. Using a Futaba 14 channel receiver but the jet only needs 11 of those channels (separate channels on ailerons, flaps, elevators, and rudder/nose steering). All of the flight surfaces are controlled by Futaba S9156 digital servos (340 ounces of torque at 6 volts) with the remaining servos being Savox digitals (brake valve, retract valve, and nose steering).

A few years ago, I switched away from NiMH batteries because they took so darn long to recharge and therefore a lot of downtime at flying events. In all my turbine jets I am using A-123 batteries from Electro-Dynamics since they only take about 15 minutes per charge even when they are nearly depleted. There are 2 on board. One is a 3 cell 2500ma pack which powers the ECU and that takes care of all the electrical required for the operation of the engine. Uses around 280ma per flight. The second powers the radio system. It is 5000ma which is two 2cell 2500ma packs wired in parallel in a brick like configuration. One flight uses around 260ma or thereabouts.

As far as flight characteristics go, this plane is phenomenal. I watched people flying these at a number of jet events before deciding to order one. I chose this one for its slow flight capabilities and how incredibly slow it can be

landed. Seemed like just the ticket for flying from short club runways. I needed one I could reliably land at Eureka because, otherwise, I was not getting very much turbine stick time just going to 2 or 3 events a year. In my opinion it flies every bit as good as the electric Avantis do and maybe a little bit better. The Avanti is an amazing jet that is so easy to fly and land with absolutely no bad flight characteristics. I have a lot of time on my Avanti but I can say that this Dolphin is actually easier when it comes to smooth landings. It has an unbelievable glide ratio. At Ottumwa this year I had my first two inflight flameouts ever. That glide ratio was worth its weight in gold because I had to turn into around a 17mph quartering crosswind to make the runway. No problem either time as it still glided pretty far down the runway before setting down.



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