RCU Review: Wild Hare R/C Extra 260

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Review by Greg Poppel & Joe Harless Photos: Nick Poppel

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Introduction
Wild Hare has done it; they brought to market an outstanding 3D/IMAC Extra 260 in an ARF form in beautiful colors. This plane can be flown with very wide range of motors from the 75cc to 100cc motors. Our project actually came in under their projected weight of 23-35 lbs. I hope you are as happy as I am building and flying this plane.

**Specifications:**

- **Kit name:** Extra 260
- **Price:** $729.00
- **Wingspan:** 98"
- **Length:** 90"
- **Wing Area:** 1750 sq. in.
- **Weight:** 22.4 lbs ready to fly!
- **Engine:** BME Extreme 110
- **Prop:** MSC 27 x 10
- **Transmitter:** Futaba 14 MZ
- **Receiver:** Futaba R149DP
- **Servos:** Futaba 9402's on the ailerons and elevators, Futaba 3003 on throttle and Hitec 5735 on the rudder.
- **Batteries:** MPI Nicad 2700 4.8v ignition and MPI Nicad 2700 6v for flying.

**Assembly**

We started with the wings; we used 30min. Z-poxy to secure the Robart hinges and the Dubro control horns. Make sure you align the control horn to the servo for proper travel.
We used the Dubro ball links and threaded rod and only added the carbon fiber tube to slip over the rod for added support, we used JB Weld to attach the carbon fiber tube.

The stabs hinged the same ways as the wings. They are removable and attach with 2 machined screws and blind nuts. The servo mounts in the fuse as pictured, very quick and simple.

The tail wheel assembly took about 20 mins. Simply assemble and attach to the fuselage and springs to the rudder horn.

Next, time for the motor installation, we measured and marked off the center line and drilled the mounting holes then measured the distance from the firewall to the front of the cowl for the spinner, approx. 7 ¼ ". This will allow any type of motor to be used, you just adjust the stand offs and then use washers to finalize it.
Time to trim the cowl using your Dremel tool. Make sure you have at least 3-1 ratio on your airflow. For every 1" of opening in the front you need 3" out the bottom to keep the engine cool! Next mount the throttle servo on the bottom of the motor box for easy access.

We chose the 32oz. tank for the 260. Using the VelTye Velcro to secure our tank, we also had to add a small triangle piece at the back of the tank floor to stop the tank from slipping back. We used a Planes Plus filler valve and a "T" fitting for the fill side of the tank and vent out the bottom.

The cutouts for the switches are pre cutout in the plywood & balsa, if you need to put on either side, just trim the covering back and install the switch. We chose the MPI switches and ones with the voltage regulator for the flight pack.

Test fit the canopy assembly and mark the hold down points to be cut out for the screw. Next fit and trim the canopy and ready it for gluing.
To hold the canopy down while the Z-56 canopy glue was drying we used an ACE flex bandage, it contours and pulls the canopy tight. Now, to get it up and rolling with the landing gear. The wheel pants come with the wood pre-installed. The gear comes pre-drilled and the blind nuts are installed in the gear plate.

Mark the holes for the attachment screw and anti-rotation screw. Drill and install the blind nuts on the other side and your ready to go!

We are showing you where we put the batteries, receivers and MSA servo adjuster for the ailerons. Guess what time it is?? First Flight!!!!!!!!!!!!!!!!!!

Test Flying

Here is where this project was awesome fun. The BME 110 provided almost 2 to1 power to weight ratio, need I tell you what that means. When the 260 was first introduced it was a hit due to the wing placement, long fuse and inline stab. Then everybody went to the latest and greatest, Sukohi, Edge, 300, 330, Giles, Yak and now they are back! It has a track record of success. Wild Hare has taken this plane to a new level, made it structurally sound and very light!!

When we built the WH 260 we set the plane up for IMAC, no extreme throws or back Center of
Gravity. With the light wing loading, set of for 3D, you can make this plane a true 3D monster. After our first flight you realize why people are coming back to Extra 260, very neutral, rolls perfectly on axis and not pitch sensitive. This plane flies as close to a pattern plane as you can get for an Aerobatic Class Big Bird.

One thing you will notice about a wood plane is they are quieter! This plane tracks perfectly down the runway and smooth soft take off.

Rolling through the maneuvers was very solid and stable. Even flying around inverted the WH 260 was very predictable.

Alright, first flight is under our belt! With the trim flight done at the same time its time to put some graphics on the plane and wring it out!

The graphics for the plane were provided by the boys at B and E Graphix. They are modelers like us and they understand what we want and how we want it! I called Eric and we discussed the plane and I let them have at it. The pictures don't do it justice. You can find them at www.bandegraphix.com there is no limit to what they can do!

Summary
The Wild Hare 260 is one plane you will want in your stable! This Extra will make you look good flying the IMAC maneuvers or Rockin the 3D which ever is your flying style. The overall experience from meeting the Fawcett's at Toledo, to receiving the plane, the quality of ARF, the hardware pack, the phone support from Wild Hare, and then the flying!!! A+ I can comfortably say I will always have a plane the Wild Hare makes ready to fly!

Manufacturer and Distributor Info

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Futaba Corporation of America
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Website: www.futaba-rc.com

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China Springs, Texas 76633
254-836-0835 phone
Website: www.bmeengine.com

B&E Graphix
Website: www.bandegraphix.com
Comments on RCU Review: Wild Hare R/C Extra 260

There are no comments

The comments, observations and conclusions made in this review are solely with respect to the particular item the editor reviewed and may not apply generally to similar products by the manufacturer. We cannot be responsible for any manufacturer defects in workmanship or other deficiencies in products like the one featured in the review.

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<td>I’ve decided to create a series of articles dedicated to helping the average hobbyist get into, or at least consider whether ...</td>
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<td>Seagull Models</td>
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<td>Flitework</td>
<td>Edge 540</td>
<td>The Flitework Edge 540 is an electric only ARF airframe with a generous wing span of 66.9” and also beautifully dressed up in...</td>
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