



Jeff Troy

Flight Report

Plug-N-Play

Hangar 9 takes their new 80-inch Piper J-3 Cub a notch above the ARF format.

While a few of the staunch “old guard” still moan and groan about ARF’s and RTF’s, many more have come to understand and appreciate the cost and quality advantages of jig-built, professionally covered and fitted model aircraft. Moving ever forward, Horizon Hobby’s exclusive Hangar 9 division has added Plug-N-Play to its lineup, beginning with this 80-inch, sport scale model of the classic yellow Piper J-3 Cub.

So what, exactly, is Plug-N-Play? Well, it’s something in between an ARF and a ready to fly. Hangar 9’s model comes completely factory built and covered, with a detailed and painted fiberglass cowl and scale-like landing gear. The wing struts are beautifully fashioned from streamlined aluminum stock, and the jury struts and all the fittings are several notches above anything I’ve seen in typical sport scale kits. Of course, all this could have been done in an ARF, but here is where Hangar 9 soars above the traditional the ARF pool.

The Plug-N-Play Cub comes with a factory-installed Evolution .46 NT two-stroke engine, with the fuel tank and all its plumbing



factory installed and ready for the flightline. It also comes with five genuine JR 537 standard servos, also all factory installed with their linkages in place and adjusted for flight. Even the JR Y-harness to the aileron servos is included in the PNP kit. Modelers have only to add their own receiver and transmitter combination to complete the radio installation — and the soft foam padding to wrap the receiver and included 600mAh flight battery is right there in the Hangar 9 box.

Apart from a receiver and transmitter, only a propeller and spinner hub are required to complete the airplane. I chose my JR four-channel Quattro transmitter and a JR R700 FM receiver to complete the radio installation, along with a Master Airscrew 11-6 propeller and a Tru-Turn hub, which I call their “Cub Hub.” I was and continue to be extremely impressed with the quality of this model. I have built several Cubs from full kits and ARF’s in my day, and most would fall short by comparison. It isn’t true scale, but it certainly gives the impression of a good scale model.



Servos and engine are factory installed. Purchasers simply add their own receiver and transmitter, propeller and Tru-Turn’s “Cub Hub” to fit the two-stroke Evolution .46 engine.

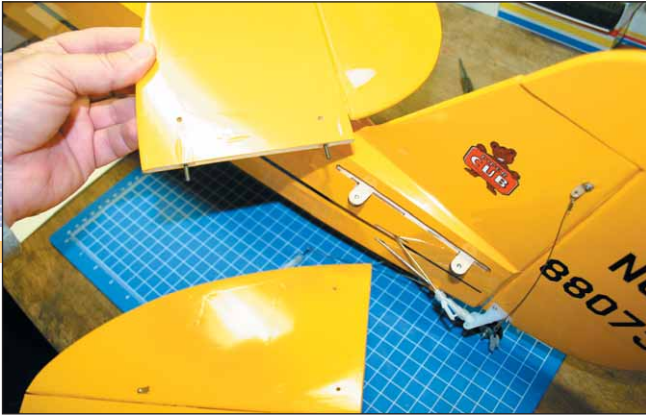


Specifications

- Wingspan: 80 inches
- Length: 49.9 inches
- Area: 919 square inches
- Weight: 6.75 to 7.5 pounds
- Engine: Evolution .46 NT
- RC: Four-or-more channel TX and RX is required. Five JR 537 servos come factory installed.

Plug-N-Play features

- Factory-assembled airframe
- Factory covered in UltraCote
- Factory-installed Evolution .46 NT
- Factory-installed servos and linkage
- Painted fiberglass cowl
- Streamlined aluminum wing struts
- Scale landing gear and dummy engine
- 16-page assembly manual



Horizontal stabilizer/elevator panels are secured with 4-40 by 1/2-inch socket head machine screws, washers and blind nuts.

Field assembly and breakdown are quick, thanks to the rugged aluminum wing joiner and the thoughtfully engineered strut system. The only fault I found was the lack of a fueling valve for the engine. It isn't a must-have item, but it would have made fueling the Cub a lot easier.

The Evolution engine started easily in spite of the bitter cold, and performed flawlessly throughout my tests. It has ample power to fly this model through Cub-appropriate maneuvers, and even a few others that are not appropriate for non-aerobatic J-3's. Apart from takeoff and landing, most of my flying was done at only one-third to one-half throttle.

I applaud Hangar 9's execution of this project. The airplane is an overstatement to the levels of sophistication



Wings secure over an aluminum joiner, retained by functional wing strut fittings and a nylon bolt through each root rib.

that is now available in contemporary hobby products. I love to bend balsa with the best of them, but there are many modelers who cannot, and would not want to if they could. You simply cannot find a more viable alternative to a kit or an ARF than the new Plug-N-Play concept. It works — and I promise you that it works very well.

For additional information about Hangar 9's groundbreaking Plug-N-Play Piper J-3 Cub 40, see the ad on pages 6 and 7, or telephone Horizon Hobby in Champaign, Illinois, at 217-352-1958. **HM**



Even on a cloudless, wintry afternoon, there's something almost magical about watching a scale-like Piper J-3 Cub in flight.