



Dennis McFarlane

R/C Report

Flyzone Receiver-Ready Super Cub

What's not to like about a Piper Cub?

Introduced in 1949, the Piper PA-18 Super Cub was externally virtually identical to its predecessor, the venerable J-3, except for a rounded “pressure” cowl. However, the structure was considerably strengthened due to a much more powerful motor and more equipment. The Super Cub was the original short takeoff or landing (STOL) aircraft.



The 4-channel 2.4 GHz Tactic TTX404 transmitter and receiver radio control system is a perfect match for receiver-ready airplanes like the Hobbico FlyZone Super Cub.

Powered by a Lycoming 150 hp (vs. 65hp for the J-3) engine, the Super Cub could takeoff fully loaded in 200 feet and needed only 500 feet to clear a 50-foot obstacle. The PA-18 could climb at 960 feet per minute and could cruise at 115 mph at 75% power.

Although an original restored Super Cub is a highly desirable aircraft today, the PA-18 was the victim of a predicted post WW II boom in civilian aviation that never materialized.

Radio control Piper Cubs have been around seemingly forever—and why not? The full-size Cub was noted for its low maintenance costs and gentle flying characteristics,



and many of the Cub models offer these same attributes. It's nothing to climb to altitude with a model Cub; just pull the throttle back and laze around in the sky. Back when I was active in IMAC competition, modelers would often ask what model would be a good starting point. My answer was always the same: “Get your hands on a clipped-wing Cub and learn how to use the rudder.”

The latest entry into the ever-popular line of Cubs is the Hobbico FlyZone Rx-R (receiver-ready) Super Cub. The airplane comes molded in yellow foam. All the servos, motor and speed control are installed at the factory. The only thing necessary for a purchaser to add are a radio control system (transmitter and receiver) and a



The FlyZone Super Cub flies as good as it looks. Take-offs from blacktop are easy, but tall grass requires a hand launch. flight battery. The airplane is almost ready to fly out of the box and only requires about an hour to assemble. Chosen to complete the review model was the recommended Tactic TTX404 #TACJ0404 4-channel 2.4 GHz system. Also needed are a 6-inch servo extension

#HCAM2000 and a FlyZone 1300 mAh LiPo #HCAA6310 flight battery.

One calm afternoon, Ed Rogala and I got together to take some photos of the Cub in flight. The charged battery was connected, all the control surfaces were checked for proper movement and the model was released. After a gentle climb-out, the model was trimmed for level flight.

The best way to describe flying the Super Cub is that it flies just like a Cub. There really isn't a whole lot more to say. The model will perform loops, rolls and stall-turns all in a prototypical manner. Like all Cubs, reducing the throttle and just cruising around seems to be the most



The Super Cub can be assembled in under an hour. Once all the servos have been plugged into the receiver and the battery is charged, point the airplane into the wind, add throttle and go fly.

fun. One feature really appreciated on this airplane is the articulated main landing gear. Articulated landing gear is a rarity on an airplane this size, and watching it move around similar in fashion to the full-scale landing gear really adds to the scale looks.

The FlyZone Super Cub is a well executed design of one of the most popular

series of aircraft, both in full-scale and in model size, ever produced. The airplane is also a convenient size, making transportation to and from a flying site even in the most compact of automobiles easy. It is one of those airplanes that will be popular for a long time to come. **HM**

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