



Jeff Troy

# Flight Report

## P-40E Warhawk

**Hangar 9 offers the classic Curtiss P-40 in an easy building, great looking almost-ready-to-fly sport scale model.**

Hangar 9 has done an outstanding job of modeling popular world War II fighters in the almost-ready-to-fly format. Following the AT-6 Texan, a pair of P-51D Mustangs and an F4U Corsair, the Curtiss P-40E Warhawk makes a first class addition to the Hangar 9 line of heavy metal American warbirds.

The kit is close to complete as shipped from Horizon Hobby. The only items needed in addition to a radio system and engine are a 3-1/2-inch spinner, two feet of fuel line and a propeller. An optional Hangar 9 WWII pilot bust could also be added, but it isn't in any way essential to the flight performance of the model.

The P-40's primary airframe components come completely assembled, and each part is beautifully covered with Hangar 9 UltraCote. The covering on *Hobby Merchandiser's* review sample was drum tight, and required no shrinking, at all. The huge fiberglass cowl has good detail around the intake, and the paint work is smooth and free of pock marks. The canopy frame is also factory painted.



Assembly begins as it does with most large-span ARF kits, by joining the two factory-built wing panels over a hardwood dihedral brace. The fit is perfect, and Hangar 9's 12- or 30-Minute Epoxy is the correct adhesive choice. The horizontal stabilizer and vertical fin are also installed with epoxy. These parts are self aligning when inserted in the



*Wing assembly couldn't be simpler. Use Hangar 9 Slow-setting Epoxy to join the panels over a hardwood dihedral brace. Factory joint on HM review model was a perfect fit.*

fuselage slots, although it's always a good idea to verify their position before the epoxy fully cures. The tailwheel wire must be glued into the leading edge of the rudder, then the control surfaces can be secured to the flying surfaces using thin CA adhesive and the CA hinges supplied in the kit.

The Warhawk's main gear retracts straight rearward, so the landing gear units must rotate 90 degrees as they tuck into the wheel wells. I am very impressed with the 90-degree units that come factory installed in the



### Specifications

- Wingspan: 64.6 inches
- Length: 52 inches
- Area: 709.4 square inches
- Weight: 7.5 – 8.5 pounds
- RC: 5-channel with 6 servos
- Engine: .61 – .75 two stroke, .91 – 1.00 four stroke

### ARF Kit Includes

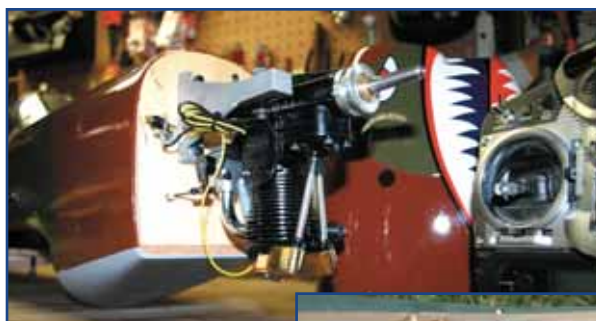
- Factory-built and covered airframe
- Factory-installed retracting main gear
- Factory-painted fiberglass cowl
- Crystal clear canopy w/ painted frame
- Complete hardware and fasteners
- Light rubber wheels with nylon hubs
- All control horns and linkage rods
- Large graphics sheet
- 54-page instruction manual

P-40's wing. They are strong, with solid locks in the retracted and extended positions, and they are fully adjustable to compensate for wear or slight deviation from the original installation geometry over time. One JR783 Retract Servo handles the movement realistically, with plenty of power.

I chose Saito's powerful FA-100 GK for my P-40E. This engine has ample power, and fits inside the big fiberglass cowl without modification. With the engine secured to the sturdy aluminum beams, I made templates for all my cowl cutouts. One hole in the cowl is all that's needed for the threaded muffler tube, then the muffler can be easily threaded onto the tube from outside the cowl. The only other required cutouts are for the needle valve, the fuel filler valve and a Sullivan remote glow plug unit.

Radio installation goes quickly. The servos are located near the control surfaces, and pushrods are straight music wire. Thread a clevis, measure and make an L-bend, then install. The receiver and battery mount on a plywood tray.

Modelers will love the Warhawk, and I'll have a lot more to tell you about it after I've had it in the air.



*Saito FA-100 GK four-stroke fits perfectly in the Warhawk's painted fiberglass cowl. Cavernous fuselage holds receiver, battery and throttle servo with room to spare. Rudder and elevator servos at rear of fuselage.*



For additional information about the Hangar 9 P-40E Warhawk, see the ads on pages 5 and 57, or telephone Horizon Hobby at 217-352-1951. **HM**



Hangar 9's P-40E Warhawk on the grass, ready for its maiden flight. Hangar 9 is distributed by Horizon Hobby, Champaign, Illinois.