Piper PA-18-95 Super Cub


Die PA-18-95 hat eine starke Leistung und ist sehr zuverlässig. Sie ist ein beliebtes Modell bei Hobbyisten und Piloten, die aufgrund ihrer Preissituation und ihrer Leistungsmerkmale eine gute Wahl für den Einsteiger sind.

Die Technischen Daten des PA-18-95 sind wie folgt:

- Spannweite: 10,73 m
- Länge: 6,88 m
- Höhe: 2,83 m
- Motor: Continental R975, 220 PS
- Leergewicht: 318 kg
- Startgewicht: 590 kg
- Geschwindigkeit: 177 km/h
- Streckengeschwindigkeit: 3,6 m/s
- Startstrecke: 148 m
- Landestrecke: 117 m
- Dienstleistungshöhe: 45,72 m

Piper PA-18-95 Super Cub

The Super Cub is without doubt the most well known aircraft from the Piper Company. It is based on the J-3 Cub which was built after the formation of Piper in Lock Haven, Pennsylvania from 1937 until after the Second World War. Up until this time as well as 14,000 civil J-3s, 5700 J-5 Cubs were also built as the L-400-95. Its successor was the improved J-4 Cub which in turn was replaced by the PA-18-95 in 1945. It was the given the name 'Super Cub'. The Piper PA-18-95 Super Cub could be fitted with either a Continental four cylinder C-90 or without an electric starter or a 5-80-12 with starter and generator. In Europe, the version built under license by Rolls Royce was the most prolific. The instrumentation was considerably different from aircraft to aircraft due to a choice of add-on units. The Super Cub is a strut supported highwing monoplane with tailwheel, but of metal chromium-molybdenum steel tube framework covered with a fabric skin. The wing is constructed completely of aluminum with two spars and a fabric skin over glass ribs. After the work in Lock Haven closed in 1986 the Piper PA-18 continued to be built in the Vero Beach Works, California. Production ceased completely during the 90s. Even so the Piper Super Cub is still available today, as a pre-fabricated kit for private construction. Altogether over 40,000 Cub and Super Cub aircraft were built and it is therefore the most prolific aircraft in its class. Two very differently painted PA-18-95s from the current German and British register can be built using the decals included in this kit. Due to interest shown by the military, a military production line continued along-side that of the civil version, the most well known version of which is the L-18C.

This aircraft was also used in the Luftwaffe of the German Armed Forces for selecting and instructing trainee pilots. These were the AD aircraft delivered to Germany after 1955 within the framework of the MAP Defence Heli Program from the USA. The JS21 flying training of the USAF at Langley was equipped with these aircraft. Pilots of other allied nations as well as German pilots were also trained on these aircraft. The training of pilots of the former German Luftwaffe on the L-18C commenced on 1 July 1955 at this unit.

These aircraft were handed over to the Command of Luftwaffe Training Units on 1 July 1956 but they still carried the American National Markings. Only after the official formation of the Luftwaffe on 25 September 1956 did they receive the Iron Cross as National Symbol. Within the Luftwaffe, the flying training Regiment at Uetersen was one of the new users of this aircraft. One of these aircraft from the founder years of the Luftwaffe can be built from this REVELL Kit. The second version is an L-18C which although showing the new numbering system of the Luftwaffe still belonged to the AG51 "Immelmann" Luftwaffe Sport Flying Group and therefore also carried its coat of arms. These aircraft were mainly used as a few aircraft for pilot training within the sport flying Group.

Technical Facts:

- Wingspan: 10.73 m (35'6" in)
- Length: 6.88m (22'7")
- Height: 2.83 m (9'1")
- Engine: Continental IO-360-A 180 hp (134 kW)
- Top Speed: 180 mph (289 km/h)
- Cruise Speed: 160 mph (257 km/h)
- Range: 550 miles (885 km)
- Service Ceiling: 11,000 ft (3350 m)
- Fuel Consumption: 11 lbs (5 kg)
- Weight: 1050 lbs (476 kg)

Forme basée sur des épaules de Revell GmbH & Co. KG. Les dimensions correctes seront précisées ultérieurement.

Forme basée sur les spécifications de Revell GmbH & Co. KG, toutes les dimensions correctes seront précisées ultérieurement.

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**Benötigte Farben/Used Colors**

98% A 2% B

1. Well, matt 5, mat 15
2. Kuhranfarbe, mat 15
3. Farbgraun, mat 15
4. Bicron, mat 15
5. Pryn, mat 15
6. Aurostar, mat 15
7. Gehalten, mat 15
8. Kromaloon, mat 15
9. Pryn, mat 15
10. Gerbikol, mat 15

**Potrzebne kolory**

A - Anrockfarbe
B - Du baerer alltid
C - Du drifar alltid
D - Du frar alltid
E - Du frar alltid
F - Du frar alltid
G - Du frar alltid
H - Du frar alltid
I - Du frar alltid
J - Du frar alltid
K - Du frar alltid

**Gerätekinder Potrebne bary**

**Skolavysesaints**

Please contact your local dealer or distributor directly.