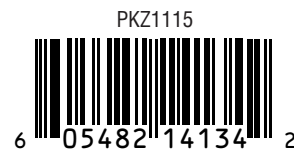




J-3 Cub *Instruction Manual*



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4105 Fieldstone Road
Champaign, IL 61822
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www.parkzone.com



6402

SPECIFICATIONS

FM Radio: 3 Proportional Channels

Wingspan: 37.25 in

Motor: 370 w/gearbox

Length: 26.75 in

Flying Weight: 15 oz

J-3 Cub Instruction Manual

Congratulations on your purchase of the ParkZone™ J-3 Cub. Your J-3 has come with everything needed to get you in the air—all in one box! You will only need to attach the wing and landing gear, as well as charge the battery prior to flight.

We at ParkZone are committed to giving you the most enjoyable flight experience possible. In order to have a safe and successful flight, we ask that you do not fly until you have read these instructions thoroughly.

Your J-3 comes with a fully proportional 3-channel FM radio system with full control of throttle, steering, and pitch. If you have not successfully flown

one of HobbyZone's Zone 1 or 2 aircraft, or any other radio controlled aircraft, we recommend that you seek the help of an experienced radio control pilot during your beginning flights.

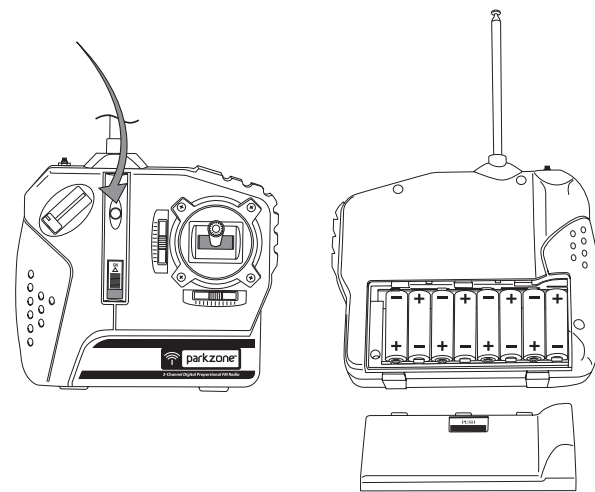
Crash damage is not covered under the warranty!

Your ParkZone J-3 is equipped with mode change capabilities. This software allows you to change the flight characteristics of the airplane to allow you to advance your skills. The first mode is ideal for those pilots who are transitioning from a 2-channel to a 3-channel airplane. The second mode will allow more dramatic maneuvers and aggressive flight. Get ready—your ParkZone adventures are about to begin!

Step 1

Transmitter

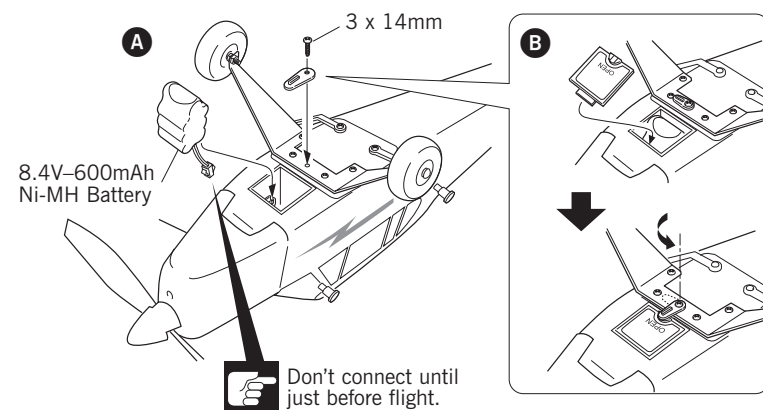
1. Insert 8 new "AA" batteries (supplied) into the transmitter, observing proper polarity.
2. Turn switch on to ensure the batteries have been installed correctly. Once this is confirmed, turn radio off.



Step 2

Installation of Landing Gear

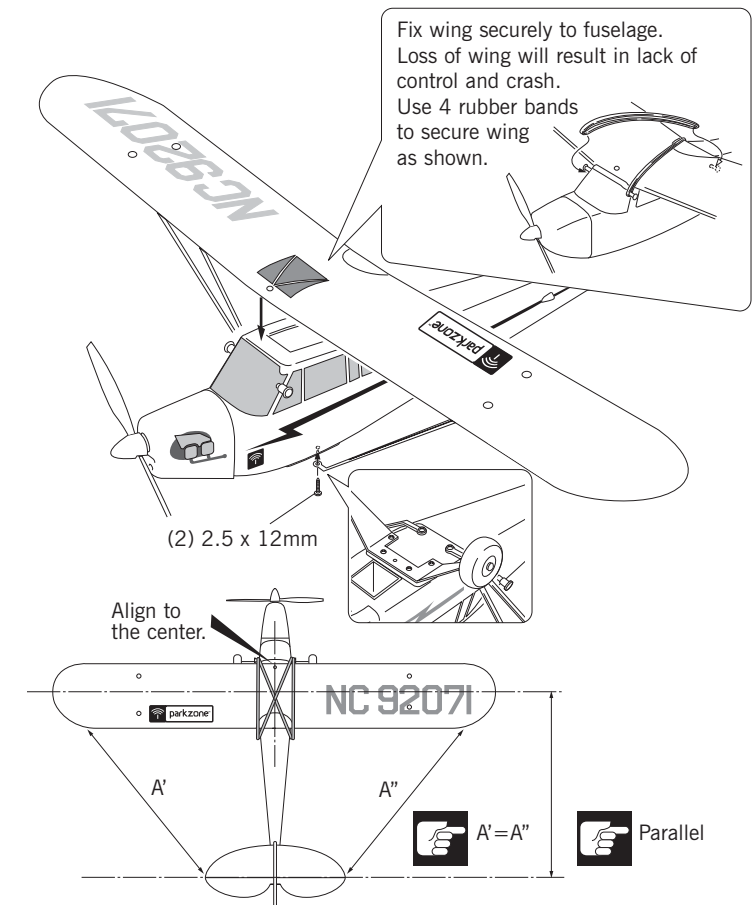
1. Locate the landing gear and the included screws from within packaging.
2. Using a Phillips screwdriver, attach the landing gear to the fuselage as shown.



Step 3

Attaching the Wing

1. Locate wing, wing struts and rubberbands.
2. Locate wing strut screws.
3. Place wing on top of fuselage so that it is centered.
4. Attach wing struts with the mounting screws as shown. There should be the same amount of slack in each strut once this is completed.
5. Once you are satisfied the wing is properly centered and the struts are properly attached, complete the attachment of the wing with the included rubber bands. Stretch two of the rubber bands from the front to the rear attach points. Stretch the next two diagonally across the middle. Confirm the wing is securely attached.
6. Make sure that prior to each flight the wing is properly centered onto the fuselage. If the wing is not centered properly, it is impossible to have correct flight.

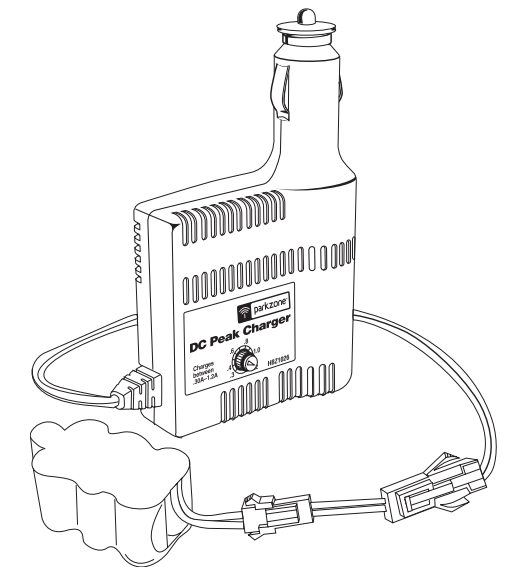


Step 4

Charging the Aircraft Battery

This charger uses unique peak detection circuitry that ensures an accurate charge every time and protects your Ni-Cd and Ni-MH batteries from the dangers of over-charging. This charger continually monitors the battery's charge curve and automatically stops charging when the peak charge is detected. The peak detection charger will help avoid damaging Ni-Cd and Ni-MH cells. Your charger will also charge some other battery packs.

Important: The J-3 airplane battery should be charged shortly before flying. If you charge the battery 12 to 24 hours prior to flying, you will need to "re-peak" the battery before you fly by repeating the steps on page 4 (in Step 4 continued).



BATTERY CAPACITY	MAX. CHARGE RATE	CHARGE TIME
300mAh 6.0V Ni-MH	.4 amps	40 minutes
600mAh 4.8V-8.4V Ni-MH	.8 amps	40 minutes
900mAh 7.2V-8.4V Ni-MH	1.2 amps	40 minutes

Note: Charge times are estimates only of fully discharged battery pack. Actual charge times may vary.

Step 4 *continued*

DC Peak Detection Charger Features:

- Variable charge rate from 0.3–1.2 amps
- Trickle charge
- Uses automobile 12V power outlet
- Charges 4- to 7-cell Ni-Cd and Ni-MH battery packs
- LED charge indicator

Charging the Aircraft Battery:

1. Using the dial on the side of the charger, select the charge rate to .9 amps.
Battery Capacity: 8.4V 600mAh Ni-MH
Max. Charge Rate: 0.9 amps
Typical Charge Time: 40 minutes
2. Connect the battery pack to the charger using the included adapter.
3. Connect the charger to the 12V power outlet in your automobile. The LED will continually blink while the battery charges.
4. Charging is finished when the LED indicator glows steadily. You should also notice at this time that the battery is warm to the touch.

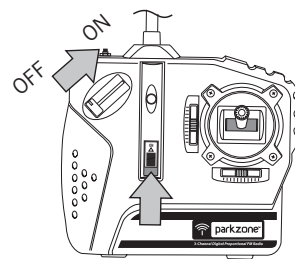
Note: Damage to the charger and battery will occur if you exceed the maximum charge rate recommended.

Note: Do not leave the charger and battery unattended during the charge process. While charging, place the battery on a heat resistant surface and constantly monitor the temperature of the battery pack. If the battery becomes hot at any time during the charge process, discontinue charging immediately. Do not allow children to charge battery packs without adult supervision.

Step 5

Motor Test

1. Make sure the throttle slider is in the “off” position.
2. Turn on transmitter.
3. Remove battery cap from bottom of the fuselage. (See image B in Step 2 on page 2.)
4. Plug the flight battery into the black lead inside fuselage
5. Secure battery inside fuselage cavity and replace battery cap.
6. Your J-3 has a built-in throttle-arming feature which needs to “see” the throttle slider in the off position before it will spin the propeller. **(CAUTION: Make sure that you, as well as loose clothing and hair, are away from propeller at all times!)** Advance the throttle forward and the propeller should spin at a high speed. The throttle-arming feature will need to be activated each time the battery is plugged into the airplane.



7. When finished with the motor test, continue to **Tail Control Test** on next page.

Adult Supervision Required

WARNING: Keep everything clear of the propeller and hold the plane securely. A moving propeller can cause severe injury.

Step 6

Tail Control Test

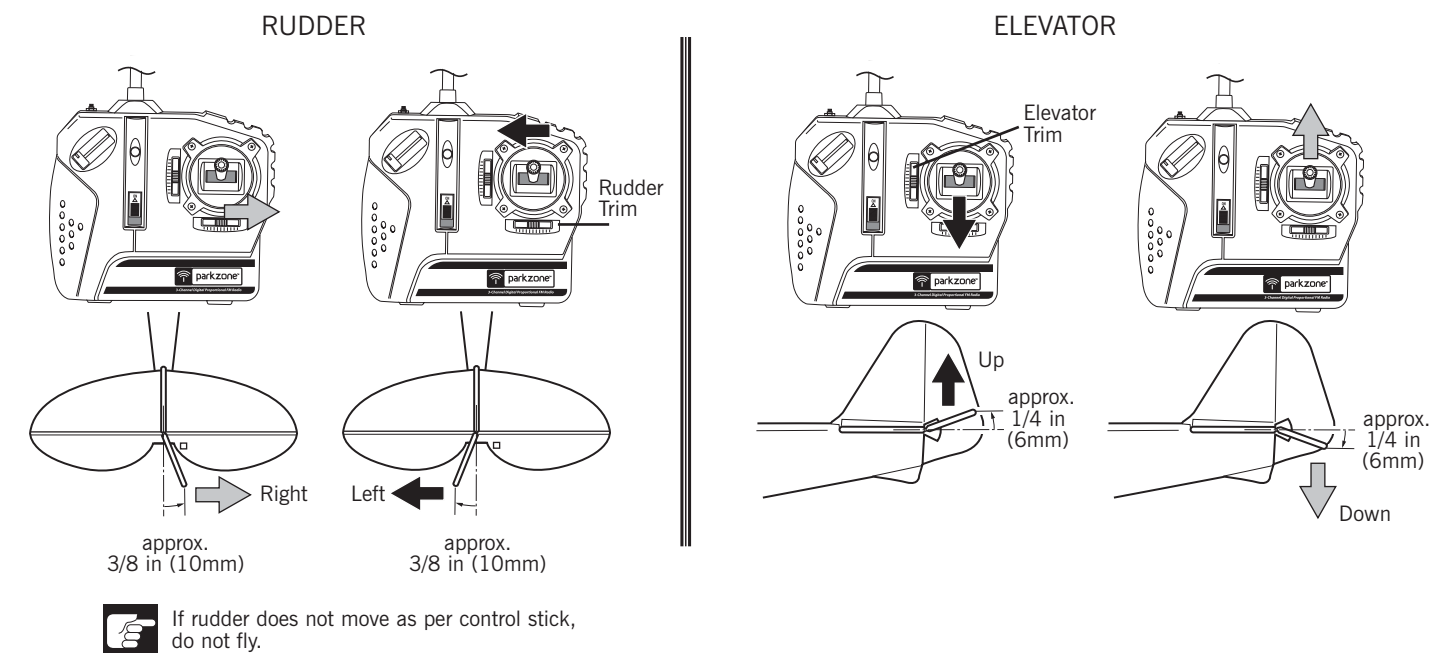
Warning: Keep everything clear of the propeller before starting the control test in the event that you accidentally turn on the motor.

1. Be certain that the throttle slider is in the “Off” position. Make certain both trim levers are centered.
2. Move the stick from side to side. The rudder should move per your transmitter input.

Note: You will notice that when in the factory-set mode, a small amount of up elevator is also programmed in when the rudder is given input. This will help those pilots who are transitioning from two to three channels, as it will help keep the nose from falling when making turns.

3. Move the stick full forward. When this is done, the elevator control surface should move down (as shown).
4. Pull the stick back and the elevator control surface should move upward (as shown).
5. *If your airplane is not responding correctly to the transmitter input, do not fly!* Some correction is needed. Call the Horizon Product Support Group at 1-877-504-0233.
6. When the test is complete, be sure to disconnect the flight battery first, then turn off the transmitter. This should be done each time you turn off the airplane.

Note: It is very important to make sure that the control surfaces (rudder and elevator) are at 0 degrees when the transmitter control stick and trim levers are centered.



Step 7

Making Adjustments to the Control Surfaces

1. Any changes necessary to bring both the rudder and elevator to neutral (zero degrees) when the transmitter stick is centered, should be possible using the trim levers.
2. If you find this is not the case, do not fly until this has been corrected.

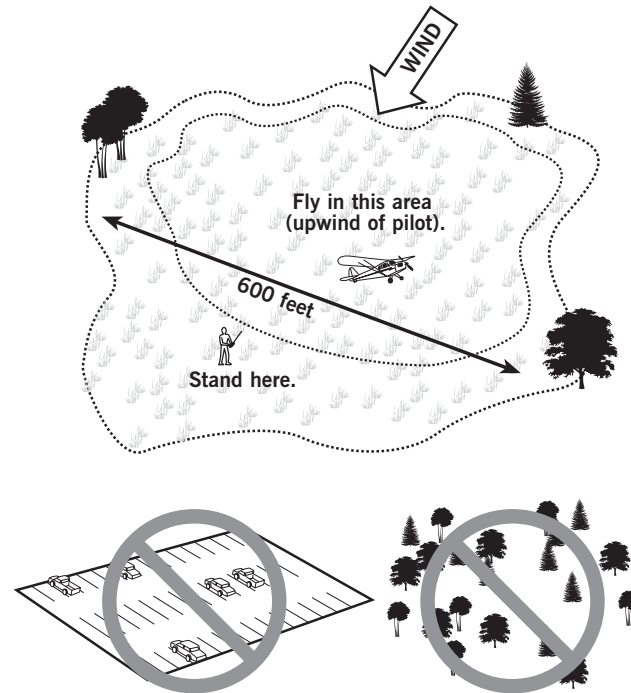
3. If corrections are needed, you may have to adjust the length of the pushrod by removing the clevis from the control surface horn and turning the plastic clevis as necessary.

If you have any questions regarding this, please contact the Horizon Product Support Group at 1-877-504-0233.

Step 8

Choose a Large, Open Flying Site

- A large, open grassy field is required to fly your J-3. The J-3 flies about 15-20 mph, so it covers ground fast. The bigger the field, the better.
- It is essential to have a minimum of 300 feet of clear space in all directions from the pilot. If you ignore this direction, you will regret it.
- Make certain that you do not fly near trees, buildings, or other areas that can restrict your view or interfere with your flying.
- Always keep the plane upwind from you to avoid fly-aways. This is essential!



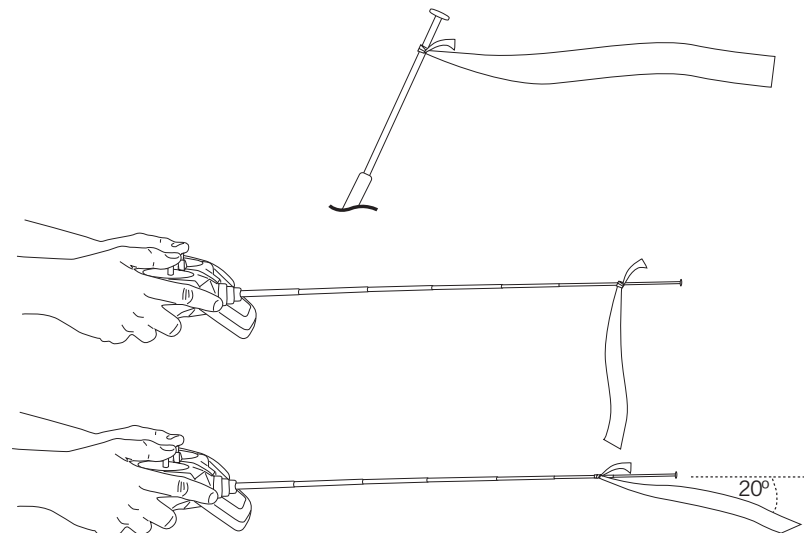
Step 9

Choose a Calm Day

You want to fly! However, you need to make sure that you fly in the conditions that will allow you to have the best success. This is when there is little to no wind (less than 7 mph).

To check wind conditions:

1. Tie the included red ribbon to the transmitter antenna.
2. Hold the transmitter antenna so that it is parallel to the ground and note how much the ribbon moves in the wind. If the ribbon hangs down, conditions are right to fly. However, if the angle between the antenna and the ribbon is less than 20 degrees, it is too windy to fly.



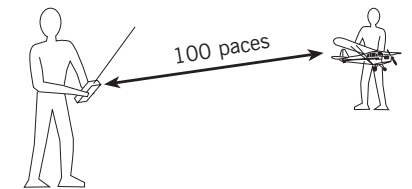
Step 10

Range Test

You will need two people to perform the range test: one to hold the plane and the other to give the transmitter input.

Warning: *The person holding the plane should hold it in a way so the propeller does not come into contact with any part of their clothing or body.*

1. One person holds the transmitter, while the other person walks 100 paces away with the airplane.
2. Be sure the throttle slider is in the "Off" position.
3. Extend the transmitter antenna completely and turn the transmitter on.



Step 11

Seek Assistance from an Experienced Radio Control Pilot

VERY IMPORTANT

The 3-channel control system is designed for the experienced radio control pilot and is not intended for the first-time flyer. It is best to have HobbyZone® Zone 2 experience. First-time pilots of the ParkZone™ J-3 should seek the assistance of an experienced RC flyer until the additional third channel, pitch control, has been competently mastered.

Crash damage is not covered under the warranty.

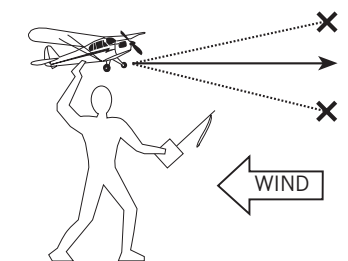
Important: Initial flights should always be done with the airplane in the first (factory-set) mode.

Step 12

Hand Launching the J-3

1. Make certain that the aircraft battery is fully charged.
2. Turn on transmitter.
3. Plug in aircraft battery.
4. Arm the motor, and test the motor and controls.
5. While holding the transmitter in one hand, push throttle slider to full on (up) with thumb.
6. Take a couple of steps back and launch directly into the wind. Keep the wings level. Use medium force, do not throw it up or down. Point it level (parallel) with the ground when releasing.

7. Keep steering into the wind and hold at full throttle in a slight climb until you have reached an altitude of at least 50 feet.
8. When you have reached this altitude, it is safe to steer in the desired direction.



Step 13

Runway Take-off

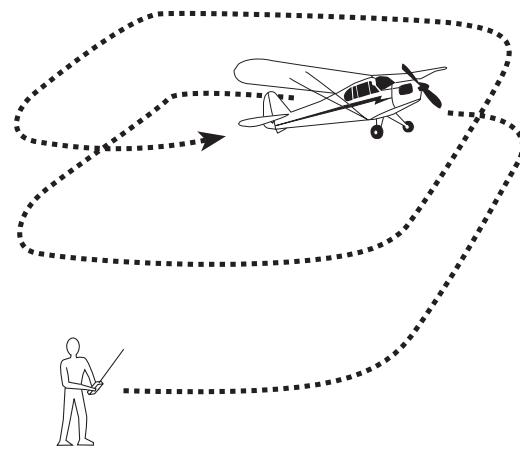
1. Prior to attempting a runway takeoff, you should have had several successful flights of hand-launching the J-3.
2. Make certain the aircraft battery is fully charged.
3. Turn on transmitter.
4. Plug in aircraft battery.
5. Stand behind the J-3 and take note of the wind so that you can take off directly into it. Make certain you are on smooth asphalt or concrete.

6. Apply full throttle and adjust the stick so that you keep your J-3 headed directly into the wind.
7. If the battery is fully charged, you should be able to lift off the ground in approximately 30–40 feet. As you notice the back of the plane beginning to lift a bit off the ground, apply some “up” elevator by pulling back on the stick. Do not give too much “up” elevator, or you can cause the airplane to enter into a stall.

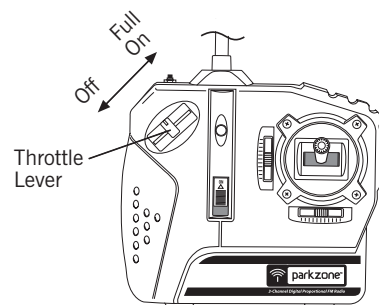
Step 14

Flying

1. After launching, your J-3 will climb at full throttle. Keep the throttle full on until you have reached an altitude of about 50 feet. At this same time, make sure that you are continuing to keep the airplane directed into the wind.
2. Make right and left adjustments as necessary to keep the plane headed directly into the wind. After you have reached 50 feet of altitude, you can begin to make directional changes that you desire.
3. Remember—control range is 2,500 feet. Do not allow the plane to get too far away from you. When the plane is further in the air it is harder to see and the winds are stronger as well.
4. Always keep the plane upwind from you. This way, the airplane will not be carried away from you by the wind.
5. Flying in too much wind is by far the number one reason for those who are inexperienced to crash or have fly-aways.
6. Avoid holding the stick full right or left for more than two seconds, as this will cause the plane to enter a spiral and could threaten your J-3.
7. Do not try to climb too fast by pulling all the way back on the stick (up elevator), or your plane may enter into a stall. Instead, climb by giving small amounts of elevator.
8. Damage/bends to the wings or tail can greatly affect flight control. *Replace the damaged parts immediately.*



NOTE: With the throttle stick set at low or off (gliding), the plane will not turn as fast as when the throttle is set on high.



Step 14 continued

Sharp Turns

In order to make a sharper turn, move the stick in the desired direction and add some up elevator (pull back on stick). The plane will make a sharper banking turn.

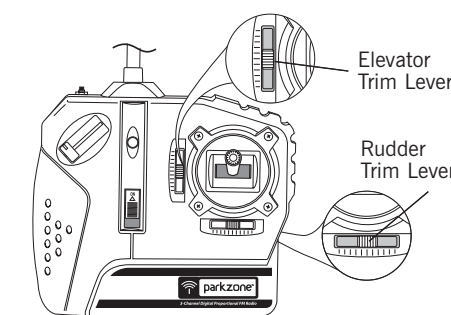
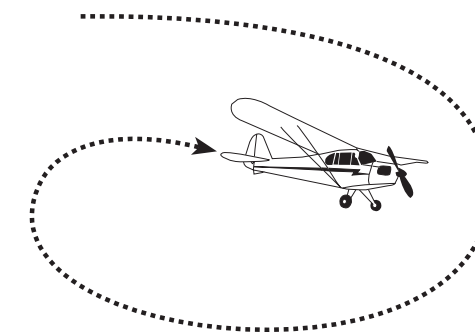
Note: With the throttle slider set at low or off (gliding), the plane will not turn as fast as when you are flying at or near full throttle.

Rudder Trim

If the model wants to constantly turn one direction, use the trim lever to correct (see drawing). Your J-3 should fly straight with the control stick at neutral.

Elevator Trim

If your J-3 wants to go up or down, use the trim lever located at the left of the stick to correct (see drawing). The model should fly straight with the control stick at neutral and should have a steady, shallow climb at full throttle.

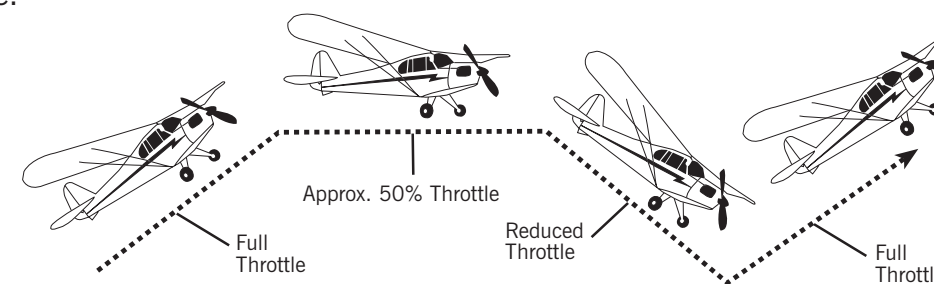


Step 15

Throttle Adjustment

1. Climb to an altitude of 100 feet or more with full throttle.
2. To achieve and maintain a level “cruising” altitude, reduce the power by moving the throttle slider down to approximately 50% of full-on. The throttle slider is proportional, so you can add or reduce throttle in small increments as needed to maintain the altitude that you desire.

3. To reduce altitude, reduce throttle.
4. To increase altitude, increase throttle.



Step 16

Using Elevator

Your J-3 is equipped with a third channel for elevator (pitch control). Pulling back on the stick provides up elevator. This allows for shorter take-offs, better flares for landing, better climb rates, and more effective turns. However, pulling too far back on the elevator to climb too quickly will cause the airplane to enter a stall (make the nose of the plane come down).

To avoid crashing from a stall, always maintain enough altitude to recover.

Just after a stall has occurred, the nose of the airplane will fall and the plane will look like it is diving. To pull out of a stall, simply pull back slowly on the stick (partial up elevator) once your J-3 has built up airspeed. Remember, pulling back too quickly or for too long will once again cause the airplane to enter a stall. Effectively avoiding and recovering from stalls requires experience. Always seek the help of an experienced radio control pilot if you are not familiar with pitch control. Failure to do so, could result in a crash and significant damage to your airplane.

Step 17

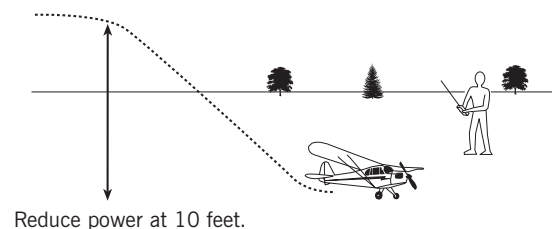
Landing Your J-3

When you begin to notice that your J-3 no longer climbs well under full power (normally after approximately 15 minutes), the battery is getting low and it is time to land. Bring in your J-3 directly into the wind and toward the desired landing spot. Gradually reduce throttle (as well as giving a *small* amount of down elevator if you choose) to reach an altitude of approximately 10 feet. At this point, reduce even more throttle and your J-3 should glide in softly for a landing.

Note: Your J-3 should be landed on a smooth surface (such as asphalt or concrete) so that the landing gear can work effectively. You can land in short grass, but it is less ideal.

Expert Tip: As you get better and more experienced at flying, try adding a bit of “up” elevator just prior to landing to “flare” the plane. With some practice, your landings should become smooth and on target.

WARNING: *Do not attempt to catch the airplane or injury may occur. Remember, there is a spinning propeller on the front of the plane that can cause injury! Also, remember to cut power to the motor right before you land to prevent damage to the propeller.*



Step 18

Mode Change Flight Control System

Your J-3 has computer software that allows you to fly in two different modes. The mode in which you fly is determined by a jumper on the receiver circuit board.

The first mode is the way that your J-3 comes from the factory. With the jumper still in place, you will have the benefit of slight “up” elevator when rudder input is given. This helps to allow smooth turns and will greatly help your transition to learning pitch control. It is highly recommended that you continue to fly in this mode until you have mastered pitch control, including landings that are soft and precise.

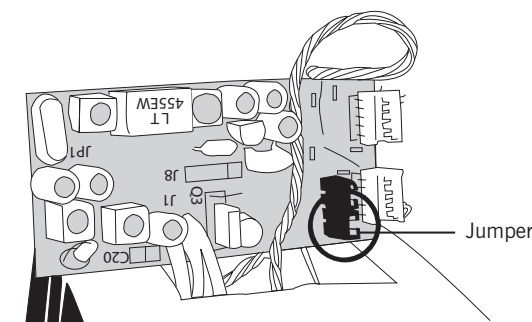
After you have successfully flown several flights in the first mode, you can advance to the second mode, if you so choose. In this mode, you will have conventional control of the rudder and elevator at all times. Keep in mind that although this means you can fly more aggressively, it also means crashes can be more likely as well. Always fly at higher altitudes when you are learning this mode in order to allow for more mistakes. This will help prevent your J-3 from a crash due to pilot error.

Entering the Second Mode:

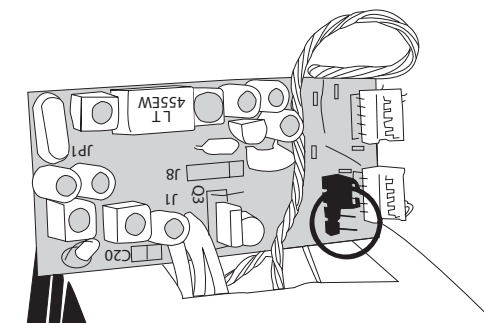
1. Remove wing to gain access to fuselage from the top.
2. Remove the foam that surrounds the receiver circuit board.
3. Locate the correct jumper and remove from the receiver circuit board. Remove only the correct jumper, leaving the other one in place.
4. Store the jumper in a safe place for future use.
5. Re-install the foam and receiver.

Confirming the Second Mode:

1. Move the control stick directly to right or left.
2. If the elevator stays at 0 degrees and does not deflect upward at all, you are in the second mode.



Locate the correct jumper on the circuit board. When the jumper is properly in place (as it comes), the J-3 is in the first mode.



By removing the jumper, you will now be in the second mode.

NOTE: Do not remove the other jumper. It needs to stay in place for the J-3 to function correctly.

Step 19

Aerobatic Flight

Your J-3 comes out of the box with the controls set for softer responses and at the outer holes of the control surfaces. However, once you get used to the flight characteristics and want to perform more aerobatic maneuvers you can change the amount of throw that is permitted by moving to the inner holes of the control horns.

After making any adjustments, always turn on the transmitter and center the transmitter trim levers, making sure the control surfaces are adjusted evenly.

Note: By making these changes, the controls will be much more responsive. But this makes the airplane much less forgiving and easier to stall. *Remember, crash damage is not covered under the warranty.*

Step 20

Repairing Minor Damage

If you happen to crash and part of the tail or wing breaks, it can be repaired by using packing tape to cover the missing pieces. However, if damage is severe, or if the wings and/or tail are bent, replace the damaged parts prior to flying again. See this manual for a complete list of replacement parts for your J-3.

Success Tips

1. Don't fly in winds over 7 mph! First-time pilots should get help from an experienced radio control pilot during first flights.
2. Choose your flying field carefully—grass and soft ground with 600-foot diameter of open space is optimal for flying and will lengthen the life of the J-3. Make sure there are no obstacles that will get in your way when flying, such as trees or buildings. Make sure you do not fly where there are pedestrians who could be hurt by the airplane.
3. Remember that holding the stick full over for too long can cause the airplane to spiral dive and crash. At the very first sign of the J-3 beginning to spiral down, immediately release the stick and give the opposite turn control to the spiral, then pull back on the elevator gently to level flight and level the wings.
4. Don't attempt to fly or do maneuvers beyond your flying abilities without seeking the assistance of an experienced pilot.
5. If you're gliding with the motor off, allow the J-3 more area for turns.
6. Position yourself at your flying field to keep the sun at your back and out of your eyes. Wear sunglasses on bright days.
7. Keep the J-3 upwind, especially on windier days, to prevent it from "flying away." The wind is normally stronger at higher altitudes than it is on the ground.
8. Keep your plane in front of you so you don't have to turn in circles as you fly. Try to avoid flying directly overhead.

Warnings and Safety

1. Read and follow this manual completely, observing all instructions and safety directions. Otherwise, serious injury and damage can occur. **Think safety first.**
2. Keep propeller away from body parts, even when it isn't spinning, as it could be turned on by accident. Beware of hair becoming entangled in the propeller, especially while launching the J-3.
3. Do not fly when it's too windy or you may lose control and crash, causing injury or damage. Never fly near people, vehicles, train tracks, buildings, power lines, water, hard surfaces or trees. Never allow any one to attempt to catch the airplane while it's in flight or serious injury can result.
4. Adult supervision is recommended for ages 14 and under.
5. Battery charging: Only use a battery charger intended for use with the flight battery. Never leave charger unattended while charging. This will help prevent overcharging. While charging, place the battery on a heat resistant surface. Do not lay it on carpet or upholstery while charging.
6. Never cut into the battery charger or airplane wires or serious injury can occur. Causing the battery to "short out" (crossing negative and positive bare wires) can cause fire, serious injury and damage.
7. Hold the plane securely, and keep all body parts away from the propeller when the flight battery is plugged in. *When you finish flying the J-3, always unplug the battery before you turn off the transmitter.*
8. Never fly on the same frequency as another RC vehicle in your area. The frequency of the J-3 is shown on stickers on the back of the transmitter.

Troubleshooting

PROBLEM	POSSIBLE CAUSE	SOLUTION
Unit does not operate	<ol style="list-style-type: none"> 1. Transmitter "AA" batteries are depleted or installed incorrectly, indicated by a dim or unlit LED on transmitter or the low battery alarm. 2. No electrical connection. 3. Flight battery not charged. 4. Crash has damaged the radio inside. 	<ol style="list-style-type: none"> 1. Check polarity installation or replace with fresh "AA" batteries. 2. Push connectors together until they "click." 3. Charge battery fully. 4. Replace the fuselage or receiver.
Aircraft keeps turning in one direction	<ol style="list-style-type: none"> 1. Rudder or rudder trim are not adjusted correctly. 2. Wing is not centered over the fuselage. 	<ol style="list-style-type: none"> 1. Adjust rudder and/or rudder trim. 2. Center wing prior to each flight.
Aircraft is difficult to control	<ol style="list-style-type: none"> 1. Wing or tail is damaged. 	<ol style="list-style-type: none"> 1. Replace damaged part.
Aircraft will not climb	<ol style="list-style-type: none"> 1. Battery is not fully charged. 2. Elevator trim may be incorrect. 	<ol style="list-style-type: none"> 1. Charge battery fully shortly before flying. 2. Adjust elevator trim.
Aircraft keeps pitching up steeply	<ol style="list-style-type: none"> 1. Wind is too gusty or strong. 	<ol style="list-style-type: none"> 1. Postpone flying until the wind calms down.

Warranty and Follow-up Procedures

Due to the nature and operation of this product, the warranty does not extend beyond the initial preflight testing. Carefully check the parts and operation **BEFORE** your first flight. **Damage incurred during flying, landing, crashing or modification is not covered under the warranty.**

Warranty: Horizon Hobby, Inc. guarantees this product to be free of defects in material and workmanship. If you discover defects during the very first preflight testing (Steps 1–6, & 9–10), please call our Product Support staff toll-free at 1-877-504-0233. If you are directed by them to return the product to our Service Center, you will be provided with a RA (Return Authorization) number. If, in our opinion, after inspecting the product, we determine it to be defective, we will repair or replace it at our discretion.

If you are directed by our Product Support staff to return the airplane, please follow these instructions.

1. Unplug the battery from the airplane.
2. Pack the complete ParkZone™ J-3 (all components in the original box) and put into a sturdy shipping carton for protection.
3. Include your complete name and address information inside the carton, as well as clearly writing it on the outer label/return address area. Include detailed information explaining the nature of the problem(s) encountered.
4. Please date your correspondence and be sure your complete name, address and daytime phone number appear on this enclosure. Please include your original dated sales receipt.

Mail to the address below.
 Horizon Service Center
 Attn: ParkZone Dept.
 4105 Fieldstone Rd.
 Champaign, IL 61822

Replacement Parts

Make sure that you keep your J-3 in the air. Replacement parts are available at your local hobby shop or from Horizon Hobby (www.horizonhobby.com). Please try your local retailer first. By supporting your local hobby shop, they will have replacement parts in stock when you need them!

ITEM #	DESCRIPTION	RETAIL
PKZ1100	J-3 Cub RTF	199.99
PKZ1102	Decal Sheet: J-3	4.99
PKZ1104	Prop Shaft w/Hardware: J-3	1.99
PKZ1106	Landing Gear w/Tires: J-3	5.99
PKZ1108	Wing Hold Down Rods w/Caps (2): J-3	1.49
PKZ1110	Yellow Rubber Bands (4): J-399
PKZ1112	Battery Door w/Latch: J-3	1.79
PKZ1114	Firewall w/Screws: J-3	1.79
PKZ1115	Instruction Manual: J-399
PKZ1116	Motor w/Pinion: J-3	9.99
PKZ1120	Standard Wing: J-3	19.99
PKZ1122	Wing Struts w/Screws: J-3	1.99
PKZ1124	Complete Tail w/Accessories: J-3	9.99
PKZ1126	Cowl: J-3	1.99
PKZ1128	Complete Gearbox: J-3	7.99
PKZ1130	Mini Servo w/Arms: J-3	9.99
PKZ1141	TX: CH 1, 26.995: J-3	29.99
PKZ1142	TX: CH 2, 27.045: J-3	29.99
PKZ1143	TX: CH 3, 27.095: J-3	29.99
PKZ1144	TX: CH 4, 27.145: J-3	29.99
PKZ1145	TX: CH 5, 27.195: J-3	29.99
PKZ1146	TX: CH 6, 27.255: J-3	29.99
PKZ1151	RX (390-J-3): CH 1, 26.995: J-3	28.99
PKZ1152	RX (390-J-3): CH 2, 27.045: J-3	28.99
PKZ1153	RX (390-J-3): CH 3, 27.095: J-3	28.99
PKZ1154	RX (390-J-3): CH 4, 27.145: J-3	28.99
PKZ1155	RX (390-J-3): CH 5, 27.195: J-3	28.99
PKZ1156	RX (390-J-3): CH 6, 27.255: J-3	28.99
PKZ1161	Fuselage w/Electronics CH 1: J-3	69.99
PKZ1162	Fuselage w/Electronics CH 2: J-3	69.99
PKZ1163	Fuselage w/Electronics CH 3: J-3	69.99
PKZ1164	Fuselage w/Electronics CH 4: J-3	69.99
PKZ1165	Fuselage w/Electronics CH 5: J-3	69.99
PKZ1166	Fuselage w/Electronics CH 6: J-3	69.99
PKZ1167	Bare Fuselage: J-3	14.99
PKZ1001	Propeller w/Spinner: J-3	3.99
PKZ1021	Battery: 8.4V 600mAh Ni-MH: J-3	24.99
HBZ1026	DC Peak Charger	19.99

Note: Some replacement parts are also HobbyZone® replacement parts and they may reflect that in packaging.