

An all plastic, quick build fuselage kit for a variety of .30 size helicopters — seen here on the Kyosho Concept.



THE PILOT EZ

# JET RANGER

KIT REVIEW

The O.K. Model Co. have been making model plane kits of the highest quality for many years now under the brand name of Pilot. More recently that name has become better known following the introduction of their range of almost ready to fly (ARTF) model planes which for obvious reasons were labelled as Pilot EZ kits.

In spite of the fact that these EZ kits are much more expensive (because of their extensive prefabrication) they enjoy quite high volume sales. This is no doubt due to their high quality and superior performance for very little building effort, not forgetting of course, that the finished article looks very impressive in its factory finished livery, yes it's all done by Pilot.

With the advent of the very popular small ready built model helicopters there has been a

need for a quick and easy to build scale fuselage in the form of an "add-on" accessory for those owners who wish to fly something that is easier to

*The completed tail cone covers everything very neatly. The surface finish on all moulded components is smooth and completely unblemished.*





With an OS 32 under the hood, snappy take-offs are a bit beyond realism. An important point to bear in mind is that orientation is much better when the model is fitted with a full fuselage, especially when it's finished in bright contrasting colours as this one is.

identify as a helicopter.

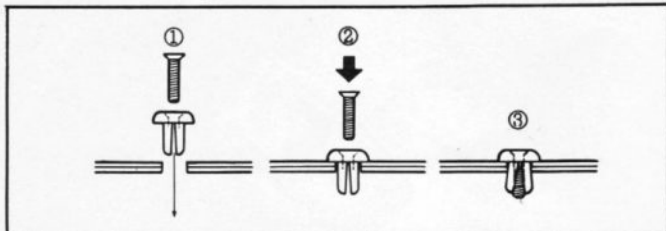
Kalt provided their customers with a GRP Long Ranger for their smaller Baron, Hirobo have a wide range of GRP

fuselages to suit their Shuttle and Kyosho have recently introduced a plastic Jet Ranger and Hughes 500 for their Concept.

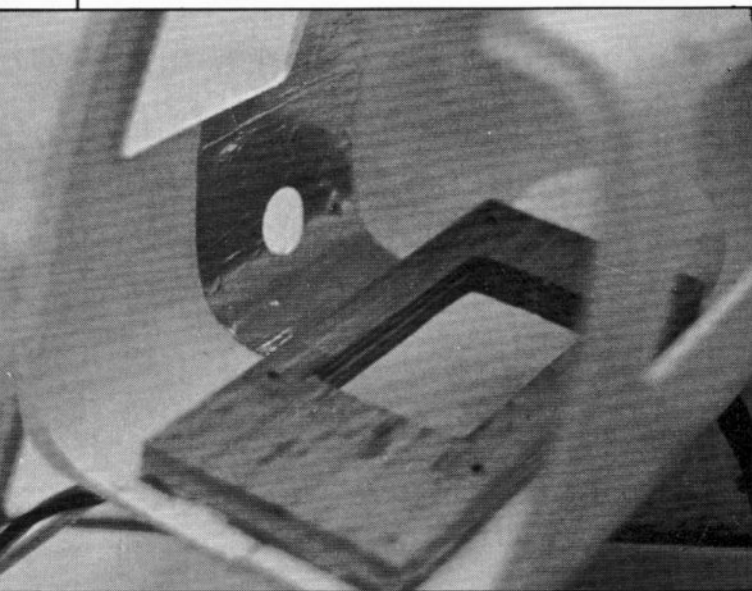
However, what Pilot have done is to provide the retailer with a kit which will adapt to all three of those and probably more. Their first offerings are the Jet Ranger and a skidded version of the Bell 222, with more to follow.

### The Kit

Although the EZ concept (note small c) is the same, i.e., ARTF,

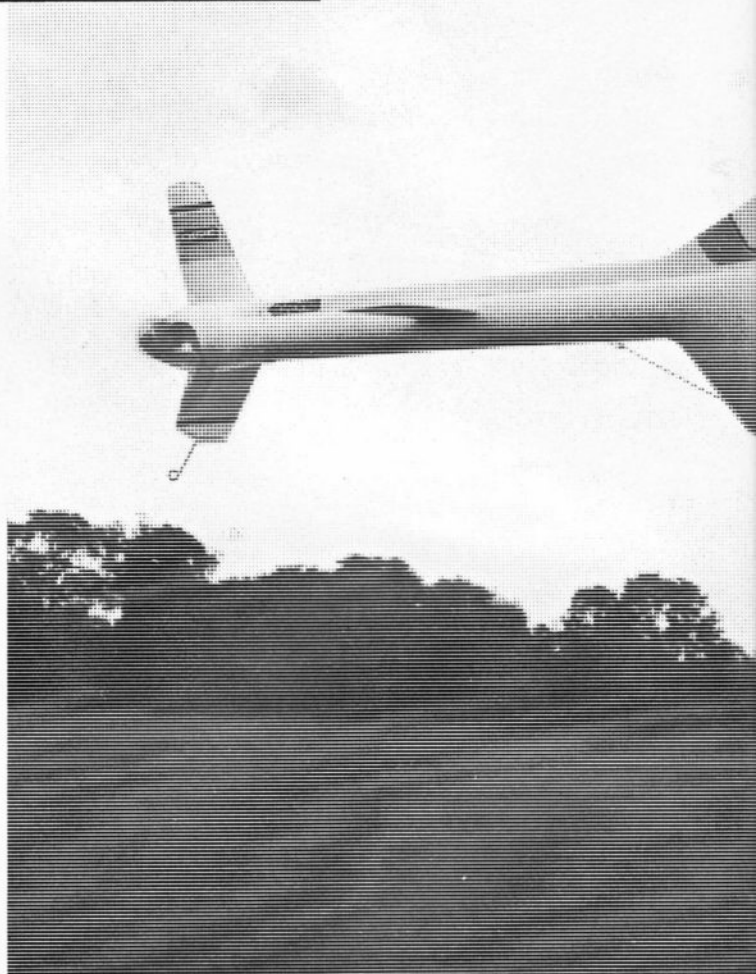


View inside the fuselage showing plywood floor former and silencer heat shield made from metal foil.



because we're dealing with a non-structural fuselage, the kit materials are somewhat different from those of the fixed-wing variety. Being mainly of vac-formed high tech plastic with just a pinch of balsa wood and a hint of plywood.

All the necessary hardware (nuts & bolts) is provided as is a complete set of coloured stic-



kers to decorate the finished model with.

It would be all too easy to imagine that this kind of fuselage would be floppy or flimsy but this is just not the case. The Jet Ranger shape is mainly compound curves added to which all window openings have returns moulded in, making the whole thing quite rigid but still very light.

A thoughtful touch is the provision of a longer tail cone, for shuttle owners who have elected to fit the extended blade/boom kit. In each case

the cone completely encloses the whole of the tail rotor box.

Only adhesives have to be bought to complete the model.

### Method of Construction

After reading the well drawn and written instructions the first step is to glue in the plywood floor former — the position is marked — using thick cyano (super-glue) for adhesive. Plastic/plastic joints are best joined with thin cyano.

Assuming that the pod/boom model has been stripped of its

cabin, u/c, fins etc., the mechanics can now be fed into the rear section of the fuselage so that the u/c mount positions can be marked and drilled and the exhaust hole can be marked and cut out.

Here I used a Hirobo Shuttle silencer, not only is it a perfect fit, it is also considerably quieter than the original aero style

cut out the cooling air outlet hole in the floor.

When I bolted the u/c on at this stage it didn't look quite right so I moved the front cross strut forward by about 45 mm to represent a more scale position and then secured this with self-tap screws into the plywood floor.

I wanted to retain the option



The front section is in three parts — four if you count the canopy — and they are all cut and trimmed to fit perfectly. This is assembled using the advised thin cyano and then joined to the rear section using some very clever fasteners (see sketch A).

The tail feathers are fitted next. These are also moulded from ABS and are strengthened with a sandwiched balsawood core.

All that remained constructionally was the tail cone which needed a hole cutting in it for the tail shaft exit. This screws together, again to allow for removal at a later date. It helps if a cut is made from the hole in the tail cone, this allows the right hand section to be lifted over the tail shaft.

The fuselage was now complete and required cleaning up — finger marks etc. and before the application of the decals.

Applying stickers is a task that this writer always approaches with some anxiety but either I'm getting better at it or the EZ decals are more user-friendly — I suspect the latter is the most likely — because I completed the exercise without any cursing or swear-

ing. The finished effect is very pleasing but of course looks like every other EZ Jet Ranger, originality requires just a little more work.

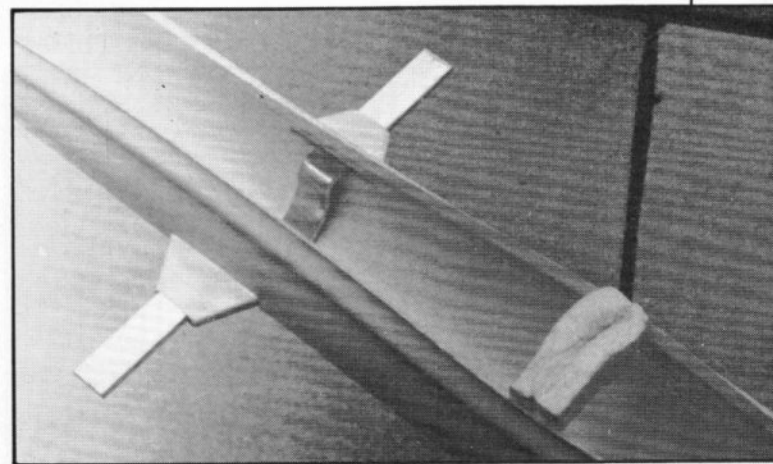
### The Results

The completed model now weighs about 240 grams more than before, which shouldn't be a problem for the original Enya 30 engine if you wish to fly the model in a scale manner. However I fitted an OS 32 into this one and the only way I can describe its performance is that it flies like little Star Ranger, high praise but deserved, believe me.

The EZ Jet Ranger is not just good value for money, more important it is also a kit which on the one hand causes the builder no headscratching but on the other leaves him with enough work to make the project an interesting one.

The EZ Jet Ranger is distributed in the U.K. by Irvine engines to all good model retailers and is priced at £69.95. □

*Here the tail boom has been opened up to reveal the attachment point for the horizontal stabiliser.*



muffler provided with the Concept kit.

Ripmax (the U.K. importer for Kyosho) were unable to advise on the subject of a suitable silencer so I sought the advice of Ali Newman who suggested the one from the Shuttle.

When the u/c holes have been drilled, the self adhesive metal foil heat shield can be stuck on the inside of the fuselage to protect it from radiated heat from the silencer. This done, the mechanics can now be bolted in place in the fuselage, not forgetting of course to

of the pull start facility so I revolved this unit 90 degrees in an anti-clockwise manner so that the pull cord could be operated down through a hole in the fuselage floor behind the rear cross strut. This hole, although quite large, doesn't show unless viewed from underneath — and I'm not in the habit of flying my models overhead.

Next, the rear top section is stuck on — with double sided tape — presumably this method is used to enable subsequent removal of mechanics for maintenance or repair.