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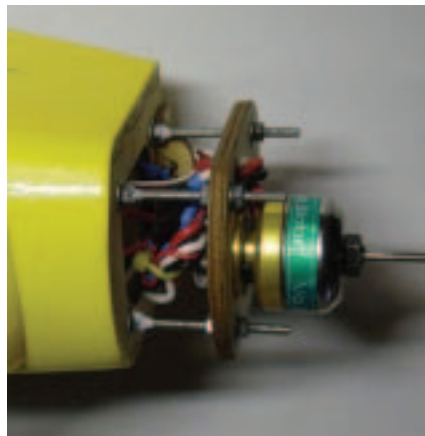
BY BRIAN LEWIS ■ PHOTOS BY JOHN REID

# VMAR Corp. PIPER J-3 CUB

This ARF lives up to its name; **it's easy to fly**, looks great and is the perfect companion for Sunday afternoons at the flying field

DESIGNED IN THE LATE 1920S, the Piper J-3 Cub symbolizes the Golden Age of aviation. Simple, economical and slow, it was the plane of choice for many new military and civilian pilots. The folks at Richmond RC are distributing their version of this timeless classic. Manufactured by VMAR Corp., this built-up ARF can be powered by a .10 to .15 2-stroke or an 80 to 175W brushless motor.

The test model landed on my workbench in great condition; I took inventory of the parts, and nothing was missing. The Polycote ECS (enhanced covering system) goes over the wings, fuselage and tail feathers. I did not even touch it with the heating iron, as everything was nice and tight—a first for me. My review model also came with the optional V-Max electric power pack that includes a brushless motor, speed control, LiPo battery, propeller and 4 servos. The main landing gear, tailwheel, hardware and



I highly recommend the optional V-Max electric brushless power package; it's ideal for this plane.

**IT FLIES THROUGH THE AIR GRACEFULLY AND GOES WHERE YOU WANT IT TO GO**

## SPECIFICATIONS

- MODEL** Piper J-3 Cub
- MANUFACTURER** VMAR Corp.
- DISTRIBUTOR** Richmond RC
- TYPE** Sport-scale ARF
- WINGSPAN** 54.75 in.
- WING AREA** 450 sq. in.
- WEIGHT** 34 oz.
- WING LOADING** 10.8 oz./sq. ft.
- PRICE** \$90 (ARF); \$185 (V-Max electric power package)

## HIGHLIGHTS

- Outstanding covering
- Very easy to assemble
- Good assembly instructions



The Cub is equipped with dual aileron servos, and I used a Y-harness to connect the servos to the receiver instead of mixing them.

a detailed instruction manual round out this kit.

## UNIQUE FEATURES

When this aircraft came out of the box, I realized that a beginner builder would have no trouble assembling it. All of the hardware comes neatly packaged and labeled according to where everything goes in the assembly process. The CA hinges came from the factory glued in place, and after just a few tugs on them to make sure that they

were secured, I sat them aside and began assembly. The V-Max power pack motor was a snap to install. The control rods also arrived built, and after I centered the servos, they went together very well. The main landing gear and the tailwheel were a breeze to set up, but I did have to enlarge the opening just a little to slide the main wire into its slot. This aircraft is made out of lite-ply and balsa, so you don't want to force anything. Richmond also includes plastic fairings for the main landing gear, and they, too, are



simple to set up, and they bring out the style of the Cub. I set the brushless motor and speed control on the factory-installed plywood mount, and after I secured the bolts through the firewall, I just had to measure how far out from the firewall I should attach the motor. I took out the dummy pilot, so I would have the clearance when tightening the bolts. Be sure to use a little thread-lock on the bolts so they don't come loose. The cowl comes painted and with the engine fairings glued in place, so I followed the assembly instructions and installed four



The rudder and elevator servos are mounted on a lite-ply tray. Note the precision-laser-cut wood construction.



Separate aileron servos provide precise control because of the short, straight linkage.

screws to hold it in place. I always like to add the decals after I've gotten an aircraft assembled, but with the Polycote ECS, they are embedded in the covering and won't peel off with extended use. I did not have to make any modifications that differed from the assembly instructions, so beginners should have no trouble following the easy-to-understand instructions. After I completed the final assembly, I could not find anything about this model to criticize. It went together very well, and the



## In the Air

The radio gear I used doesn't have dual rate settings or expo. With this aircraft, all you need is a simple radio system. I didn't have any problems with this system, and the control-surface responses were quite good. After taxiing around in my driveway to make sure that it tracked straight, I couldn't wait to get it to the field for its first flight. Friends came by to check it out and to inquire about its origin. Everybody loves a J-3 Cub. With a little headwind from the north, it was in the air in no time.

### CLIMB PERFORMANCE

**Stability** The J-3 Cub was designed for training and just some nice gentle flying, so it has neutral stability characteristics.

**Tracking** Once properly balanced and trimmed out, it flies through the air gracefully and goes where you want it to go. Takeoffs aren't a problem on a smooth runway, and it climbs at about a 20-degree angle. Just don't yank the elevator too hard or too soon.

**Aerobatics** The Cub can do simple aerobatics. It does not like to roll, but it will do a loop if you want it to.

**Glide & stall performance** This is a gentle plane to fly. It glides very well, and as long as it has airspeed under the wings, it won't stall.

### PILOT DEBRIEFING

This Cub has all the qualities a new pilot would want and the flight characteristics and charm that experienced pilots crave. It handles well in winds up to 5 to 7mph and lands almost effortlessly. The Piper J-3 Cub from Richmond RC is a good performer, and I would not change a thing about it.

assembly instructions were very complete and detailed.

### CONCLUSION

I guesstimate it took only about six hours to build the J-3 Cub. I took my time to ensure that everything was set correctly and secured properly. Novice builders won't

### CONTROL THROWS

**ELEVATOR**  $\pm\frac{1}{4}$  in.

**AILERON**  $\pm\frac{1}{4}$  in.

**RUDDER**  $\pm\frac{1}{2}$  in.

### GEAR USED

**RADIO** Cirrus DPR-4 27MHz transmitter w/Cirrus receiver; VRS Microlite servos

**MOTOR** V-Max brushless motor and speed control

**BATTERY** V-Max Poly Pro 1800mAh LiPo

**PROPELLER** APC 8x6

have any problems with this model, and beginner to intermediate pilots will have good times at the field with it. The folks at Richmond RC and VMAR Corp. did a great job of making sure that this Piper J-3 Cub is easy to build and fun to fly. ✈

See the Source Guide for manufacturers' contact information.