

Toni Clark





Piper J3 and PA18 Super Cub

This kit has been in production since 1976, Toni was forced at this time to produce a large model kit very quickly, in the absence of a suitable kit anywhere on this planet. This urgent need for a kit was in order to sell the enormous 34 cc Quadra motor for which Toni had just been granted the exclusive import rights. Nobody could foresee what a revolution in the radio controlled model aircraft hobby this combination of Quadra and Toni's Piper would cause. Thousands of modelers have built their first big model with this Piper. Many have had such pleasure with the Piper they have built several more.

In the past the Piper kit was subject to many small improvements. The construction was from the beginning light and flexible, but tough enough to withstand the Quadras far from smooth running for some years. If you have owned a Quadra you will readily accept the Pipers ability to take the Titan ZG 62SL.

New, redesigned Kit.

Why this redesigning? The main reason stemming from the original plans transparencies having reached such a state of deterioration they must be redrawn. I convinced Toni it would be better to use a true Clark Y section, this would have an even better stalling characteristic than his Clark T(oni) section. So while one is by drawing a new plan an improved

wing construction can be made with proper Piper wing tips, flaps and the option of a Clipped wing. Simplified wing struts with even more strength which allows for easier fixing to the fuselage. Scale doors, improved fairing from the fin into the fuselage, installing the elevator servos under the tailplane, attractive wheel spats and a very efficient cooling air exit from the silencer compartment, designed specially for the Piper Hydro Mount System. More cross-sections and a very detailed set of building instructions with reasons given for the aerodynamic set up, so you can understand the ideas behind the construction fully.

Last but not least the new Piper has a tow line release included in the kit, that can operate from any direction of the line.

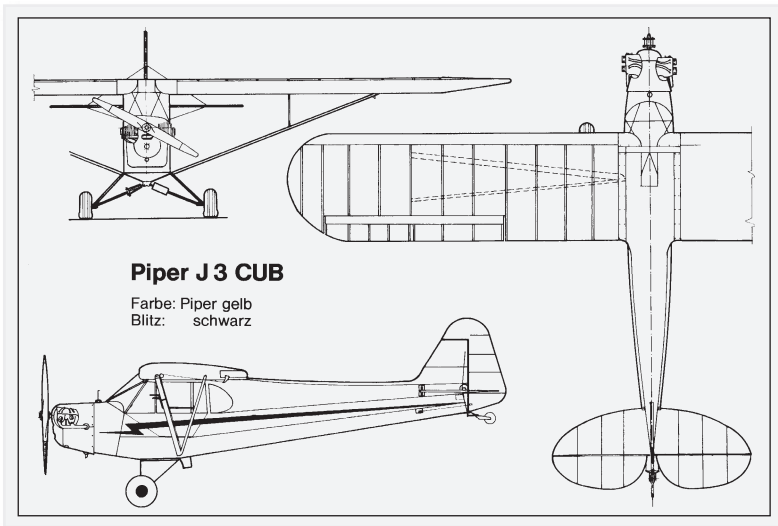
Wide Power Range.

The Piper is truly a multi purpose model. You can fly just like the full-size Piper with our Titan ZG 20 installed. That is if you have no ambition for glider towing, but you are satisfied with loops, rolls, stall turns and half a vertical upwards roll. But you wish to be able to tow gliders, then the Titan ZG 38SC is a better choice. With the 38 you can fly positive as well as negative figures with power to spare. Knife edge flying is unlimited. You can fly around with an almost fully throttled back engine, the model is then



More parts of this new Piper kit are now prefabricated: For example the ribs are CNC-milled, the leading edge is spindle moulded, spars, longerons and wing sheeting are ready chamfered for perfect joining. The spar webbing is cut to spar width, the landing gear is silver soldered together. Apart from these items, you will be pleasantly surprised to find many more "small" improvements.

NEW!
Redesigned, more Prefabrication,
more Accessories!



Scale:	1:3,85
Wingspan:	2,8 m
Length:	1,8 m
Wing area:	1,14 m ²
All up weight:	8-10 kg
Wing loading:	70-88 g/dm ²
Engine:	20-70 cm ³

extremely quiet. Use a 20x10 propeller, this is the scale size. Should you wish to tow sailplanes that are more than 7 kg then the 45 is the engine. Fit the Titan ZG 62SL and with a 16 kg sailplane hanging on the line, is in a couple minutes close under the cloud base. But with the 62 you should only use full throttle whilst towing, otherwise the Piper roars around the sky ruining any scale effect.

When fitting the Titan ZG 45SL or Titan ZG 62SL we recommend the Hydro Mount System Piper #6704, the integrated silencer #4640 or #6640, the carburettor intake bend #4587 or #6587 plus the 60 mm prop hub and the Super Silence 21x12" CF-3-blade propeller #9973. This engine combination gives a fantastic power to weight ratio as well as the minimum sound level. The firewall and cowl of the J3 CUB unfortunately is not big enough for the Hydro Mount.

Very stable Model.

The Pipers layout with rectangular and high mounted wings and a very low wing loading makes it a very stable flyer. It is therefore an ideal choice to start with large models. The Piper is our work horse, as previously mentioned, the Piper is ideally suited for glider and banner towing.

High Payload.

Because of the low wing loading and relative high aspect ratio, the Piper does not require very much power so there is plenty in reserve for towing. The Piper has a very dependable low speed performance, this is ideal for towing light weight gliders. With an inexperienced glider pilot on the tow line, a sudden jerk on the line, the Piper, due to its mass, can easily keep going, thus avoiding the stationary bit and the subsequent stall. The Piper can pull a fairly large banner, carry a camera or any other load up to 5 kg.

Strong Construction.

The construction is conventional stripwood and sheeting, making for a very robust model, which is at the same time light in weight. The wings are in two halves. The UC is identical to the full size, being sprung with rubber shock cord which is a great deal better than springs, because the rubber has a very good dampening effect. The fully sprung and steerable tailwheel makes taxiing the model a pleasure. The motor cowl is made of very tough epoxy/glass and not a rather brittle plastic like ABS. With the Piper PA-18 the fuselage sides are parallel right to the firewall this is due to the wider cowl. Apart from the cowl the two fuselages are identical from behind the second former.

Complete Kit.

The complete kit, and by this we mean it really is all there in that plain brown box, right down to the last screw and nut. You have only to provide the adhesives and covering material to complete the airframe. Epoxy/glass cowl, **CNC machined ribs**, spindle moulded leading edges and wing struts, **landing gear legs and shock absorbers ready silver soldered**, preformed wire parts, formed steel strip for struts, ball joints, control wire, all rudder horns, hinges, screws, nuts and washers. Even the tiny nails for the windscreen, ball joint screw driver, wheels and tank and toughened windscreen material. Rolled full-size plans with detailed Instructions and an additional CAD plan printout for the wings for precise wing construction.

The vacuum formed imitation engine is included with the J3 Cub kit.

Piper J3 and PA18 Super Cub

COMPLETE KITS:

PIPER PA-18 *Super Cub*#4018 € 489,90

PIPER J3 Cub.....#4000 € 489,90

KITS minus tanks and wheels:

PIPER PA-18 *Super Cub*#4008 € 469,90

PIPER J3 CUB.....#4001 € 469,90

Airbubble cushion plastic sleeves

For wings and tail. Not in the kit. ...#4490 € 37,90

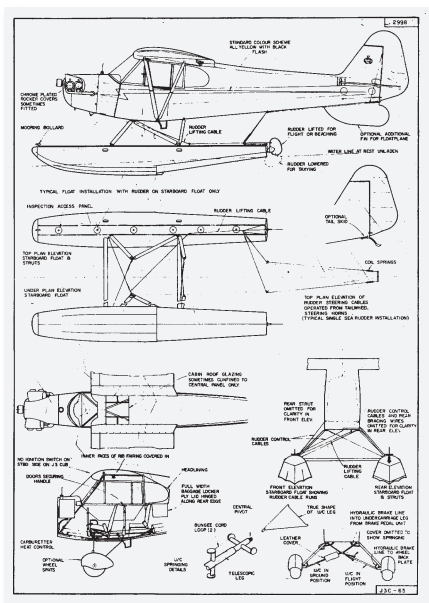
Piper wheel spats.....#4170 € 42,90

Epoxy/glass with white gelcoat. These attractive wheel spats are an extra accessory, not included in the kit.



Three View Drawing J3 Cub and L4

Two sheets 700 x 470 mm and 470 x 340 mm. A short text about the Piper with black and white pictures. Shows the J3 and L4 military version with the extended windows. Also shows the Edo Floats. A very detailed set of drawings. ...#4020 € 19,90



5 meters *PROFICOVER* is required to cover the Piper.

The following parts are of course included in the kit but also obtainable separately.

Plans, instructions and parts list ..#4010 € 53,90

Epoxy/glass motor cowl J3 Cub...#4110 € 36,90

Epoxy/glass motor cowl PA-18#4118 € 44,90

Fuselage kit PA 18.....#4308 € 166,90

Fuselage kit J3 Cub.....#4300 € 166,90

This contains all wood parts for fuselage and tail-plane. Does not include Cowl, windscreen, landing gear and any other metal parts.

Wing kit for one panel.....#4400 € 86,—

Contains all wood parts for one wing panel but without struts plan, metal fittings and screws.

CNC machined rib set#4210 € 68,90 including plywood root ribs

Landing gear kit without wheels...#4130 € 69,90 silver soldered together, all screws and fixing included and instructions.

Windscreen material.....#4120 € 19,90

Two sheets 600 x 300 x 1 mm.

Wing struts#4220 € 39,90

Spindle moulded Ramin strips with metal fittings.

Wing strut screws, 8 pcs.#4230 € 1,90

Transfers Piper Bear Cub.....#4070 € 6,50

Imitation engine for J3 CUB#4150 € 11,90

Vacuum formed plastic.

We reserve the right to alter prices and specifications without notice.



① PIPER J3 CUB#4413 € 12,25
 12 colour photos 15x10 cm. All white with a red lightning streak on the fuselage and red registration letters.

⑤ PIPER J3 CUB#4030 € 5,—
 5 colour photos 15x10 cm. Yellow with black lightning stripe angled front view, side and angled rear view, dash panel and engine.

PIPER J3 CUB#4040 € 20,50
 20 colour photos 15x10 cm. Yellow with black lightning stripe comprehensive set with plenty of details including the cabin.

② PIPER Clipped Wing CUB.....#4060 € 19,50
 19 coloured photos 15x10 cm. The aerobatic version of the Piper J3. This aircraft belongs to Giles Henderson, he was American Champion in the beginners class beating many Citabrias and Decathlons. Each wing was shortened by one meter at the roots, the aileron reaches almost to the fuselage. The Clipped wing model will have a wingspan of 2,30 m. Yellow with black sunburst stripes on the wings and tailplane. This paint scheme lends itself to a normal Piper.



③ PIPER PA 18 *Super Cub*#4428 € 12,25
 12 coloured photos 15x10 cm. Yellow with black lightning strike and registration letters.

④ Piper PA 18 *Super Cub*#4418 € 12,25
 12 coloured photos 15x10 cm. White with red striping and registration letters.



Piper Photo Sets

