



Jeff Troy

Flight Report

J-3 Cub 25 ARF

E-flight scales up with this 62-inch Piper Cub classic for wheels or floats.

E-flight never seems to miss. Every new model this company produces is a winner. Great looks and flight characteristics, easy building and excellent value all combine to make E-flight one of the most popular brands on the electric scene. The new J-3 Cub 25 ARF (#EFL4000) is one of the company's latest releases, and the new model is equally at home on land or sea.

Quite a bit larger than typical E-flight airplanes, the new J-3 spans 62 inches and is powered by an E-flight 25 Outrunner motor. Two motor setup choices are suggested. The economical setup uses an E-flight 1800mAh NiMH Battery (#ELFB4010) and an E-flight 25-Amp Brushless Speed Control, and the more exotic version uses a Thunder Power 4200mAh 3S2P Li-Po Battery (#THP42003S2PPL) and a 40-Amp Brushless Speed Control (#ELFA312B). Either setup works nicely with an APC 12-6E Electric Propeller.

I chose a collection of JR SPORT RC components for my J-3. These included the six-channel transmitter and R600 receiver, four MN48 mini servos and an Expert Electronics Pro720 NiMH 720mAh receiver pack and harness. One JR SPORT Y-harness and a pair of 6" servo extensions are also required.



Assembly goes quickly, although the conventional landing gear steps were held off until the model could be flown on floats. For this, E-flight offers a complete 25-Size Float Set. The molded fiberglass floats come factory assembled and painted in silver, making them look a lot like the popular full-scale Edo floats. Mounting equipment, water rudder and connecting linkage are all provided in the float kit, which is recommended for the new Ultra Stick 25 as well as the J-3 Cub 25 ARF.

The E-flight 25 Outrunner mounts easily, followed by connections to the speed control and fitting the fiberglass cowl. Adding the APC propeller completes the power end of the model.

The wing panels slide over a hardwood joiner and are secured with Hangar 9 30-Minute Epoxy, followed by the horizontal stabilizer and vertical fin. The cabin "glass" panels and windshield complete the cosmetics and the wing struts complete the functionality extras.



Radio bay shows JR SPORT's R600 receiver and MN48 servos.



Specifications

- Wingspan: 62 inches
- Wing area: 552 square inches
- Length: 35.5 inches
- Weight on wheels: 4 pounds
- Weight on floats: 5.3 pounds
- Power: E-flight 25 Outrunner
- Battery: 4200 3S 2P Li-Poly or 1800mAh 10-cell NiMH

Features

- Factory-built airframe components
- Factory covered in Hangar 9 Ultracote
- Factory-painted fiberglass cowl
- Complete hardware and fastener kits
- Control horns, pushrods and linkage
- Crystal windshield and cabin "glass"
- One-evening assembly
- 52-page assembly manual



Water rudder and dorsal are mechanically linked to rudder horn. Entire float assembly can be removed in a few minutes.

After setting the control surface throws and verifying the center of gravity, I set off for the local creek, joined by Mike Geiger and Brandon Wright. We were all anxious to see how the new Cub would perform on the water. With me on the camera and Brandon on the water's edge with the airplane, Mike prepared for the first flight by getting familiar with the water taxi. Upwind and down, with and against the current, the J-3 handled beautifully. After a few circuits, Mike pointed the nose into the wind and pow-



J-3 25 ARF at liftoff after smooth taxi and power up. The new E-flite scale model handles beautifully on the water.

ered up. After a very realistic runup, the model came smoothly up on the step and lifted into the air.

There aren't too many sights to comfort a diehard aeromodeler more than a scale-like Piper J-3 on floats, and E-flight's model has all the right stuff to do the job; this airplane looks just great in flight.

When we finished our business at the creek, we moved on to our local Lancaster County RC Club flying site, where the floats were removed and replaced by the kit's conventional landing gear. The exchange took less than 15 minutes and the Cub was good to go.



Conventional landing gear and steerable tailwheel come with the kit. Ground handling is excellent, even on grass runways.

Once again, Mike powered up and the Cub was rolling down the runway and gracefully airborne. Now that the photography was out of the way, I was able to put the camera aside and finally get my hands on the sticks of my airplane to evaluate its flight performance.

The Cub flies as it should, big, lazy and gentle. Loops track straight and true, and some of the most fun you can have is extreme crabbing crosswind down the entire length of the runway. Bear in mind that a J-3 is not a 3D airplane, so control throws should be set as the manual recommends. Keep the maneuvers smooth and wide and the model rewards you with very scale-like flight. Step it up a bit and the Cub will surprise you with its agility.

The E-flite J-3 Cub 25 ARF, 25-Size Float Float Set, 25 Brushless Outrunner and JR SPORT RC equipment are all exclusively distributed by Horizon Hobby. For additional information, see the ads on pages 5 and 61, visit www.horizonhobby.com or call Horizon Hobby in Champaign, Illinois, at 217-352-1958. **HM**



Here's E-flite's J-3 Cub 25 ARF doing what Piper Cub models do best, making a long and low flypast across the flying site.