

NAME THAT PLANE

PIPER J4E “Cub Coupe”

ATC #740

The Cub Coupe was Piper's side by side 2 seater introduction as competition for the popular Taylorcraft and Aeronca Chief of that era. To make the Coupe more attractive, the aircraft was wider and deeper, with an automotive panel, brakes, pants, heater, more fuel - all at no extra cost. The first COUPES had only 50 HP, so with an airplane this size, performance was less than the competition. The 1938 version sold for \$1995 (\$650 down and 12 months to pay the remainder).

The Piper J4E Coupe picture was the 1941 version with a 75HP Continental engine and performance was quite acceptable. This model became the business aircraft of the light aircraft world with a published cruise of 96 mph and range of about 450 miles. Standard equipment included engine starter, generator, battery, dual ignition, and a Piper radio. The side upholstery panels and headliner were automotive quality. By July, 1941, the price had risen to \$2575.

Tom Patton, Bo Mulherin, and myself acquired a somewhat decrepit Cub Coupe from member George Trotter of Charlotte. We trucked it back to the old Pea Patch and restored the aircraft back to original colors and scheme of 1940 complete with an impeccable interior and genuine Ken Rayburn installed headliner. The blue and cream airplane was beautiful!

The engine log showed two hours since major but when Tom made the first test flight, the oil temperature was high, oil pressure was low, and a thin line of blue/white smoke trailed from the exhaust. J.D. Thomas disassembled the engine, measured the parts, put the good parts in one box and the bad parts in another box. The good parts box was almost empty. After chrome plating the four cylinders and acquiring all the necessary new parts, J.D. Put the engine back together. After breaking in the engine, it turned out to be a superb performer.

I really liked this airplane with its roominess and comfort. With an O-200 Continental this airplane would be hard to beat.

Baldo

Tower: Have you got enough fuel or not?

Pilot: Yes.

Tower: Yes what?

Pilot: Yes, SIR!

If you did not receive a mailed newsletter but only the e-mailed *Pea Patch Post* and you also wanted the mailed version you need to contact club Secretary John Magnan at jcm2@earthlink.net and indicate that you want the newsletter mailed to you. This should be done by deadline date which for September is August 25 which is also the deadline for any articles for the September issue.

Sport Aviation EAA Chapter 172 Membership Form

Name: _____

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Spouse or Significant Other's Name: _____

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Email address: _____ Even if you have email would you like to save the club \$12 annually and receive the newsletter only by e-mail, not by USPS mail – check here if you agree:

EAA Number (if you belong to the national EAA): _____

If you're a pilot, your ratings: _____ Hours: _____

Aircraft owned, including tail number: _____

Please complete this form and return it to:

Pea Patch Aerodrome
4511 Boulineau Road
Blythe, Georgia 30805-3605

Please include a check or money order made out to EAA 172 for \$30.

Thank you for your support!

