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The Clipped Wing Cub Story The classic Piper J-3 Cub has been America's favorite light plane for over 40 years. More than 20,000 of them were built between 1937 and 1947 for both civilian and military use. By 1980, the number of still airworthy J-3's in the U.S. had declined to approximately 3,600.

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With almost 7 feet less wingspan and about 40 square feet less area, the Clipped Cub has a more positive descent rate. A little power will make the approach easy to control on the desired angle and will allow you to put it right on the spot. The higher wing loading also lets you handle higher wind conditions.

Piper Cub & the Reed Clipped Wing Conversion Featured
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The clipped-wing version of this famous aircraft gained popularity in the 1950s when it became the vehicle of choice for air show pilots who had learned of its performance capabilities. This modified version of the Cub provided a smaller wingspan and improved maneuverability.

Horizon Hobby E-flite Clipped Wing Cub 1.2m BNF Basic ...

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Wing Span: 88.0 in / 2240 mm: Wing Area: 1330 sq in / 85.8 sq dm: Flying Weight: 14.0-16.0 lbs / 6400-7300 g: Fuselage Length: 65.0 in / 1650 mm: Engine Required: 2-stroke 0.91, 4-stroke 1.20 -1.60 or 30cc gasoline engines: Radio Required: 4-channel radio w/ 4 high torque servos and 1 standard servo (throttle)

1/4 Clipped Wing Cub (Red Sunburst) - The World Models
Built-up wings with aluminum wing joiner Comes with all hardware and accessories Available in three color schemes: (Red / White Sunburst), (Blue / White Sunburst), (Cub Yellow with Thunder Bolt)

1/4 Clipped Wing Cub (Yellow) - The World Models

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The Piper J-3 Cub is an American light aircraft that was built between 1938 and 1947 by Piper Aircraft. The aircraft has a simple, lightweight design which gives it good low-speed handling properties and short-field performance. The Cub is Piper Aircraft's most-produced model, with nearly 20,000 built in the United States. Its simplicity, affordability and popularity invokes comparisons to the ...

Piper J-3 Cub - Wikipedia

This was my first flight back at 11 weeks postpartum after having our son Koa and I just wanted to go and enjoy the pure joy and nostalgia of flight in our little clipped wing cub.

Clipped Wing Cub Flight

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Showing the damage from yesterday and the repair

--~--~--~--~--~-- Please watch: "Evening flight at Spook Hill with the Timber Turbo" <https://www.youtube.com/w...>

Clipped Cub Lives! test the repair on the gear! - YouTube
The Clipped Wing Cub Story The classic Piper J-3 Cub has been America's favorite light plane for over 40 years. More than 20,000 of them were built between 1937 and 1947 for both civilian and military use.

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I was out with a friend who is a great pilot and maidenly my CWC. Then I let him fly it. It has a better roll rate and some

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more speed because of the clipped...

E-Flite Clipped Wing Cub 1.2M Flight and Review - YouTube
tion from the back seat of his Clipped-Wing J-3 Cub. He makes it quite clear that a competent pilot can be competitive in entry-level competition even if horsepower is limited and the aircraft lacks inverted fuel and oil systems. Mark Benton's story describes the love affair that began when he met his first Pitts after a long day of flying

A Danish Aerobat - IAC

They are the old floats from the Hobbyzone Super Cub, and fit perfectly. The Clipped Wing Cub kit even comes with the mounting wires for the floats as the Super Cub ones don't

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quite fit right, and they plug right into the floats. I plan to maiden mine on Sunday the 25th as I'm headed out of town for work this Sunday.

E-Flite 1200mm Clipped Wing Cub - Hobby Squawk RC Forum ...

Goldberg Clipped Wing Cub conversion Since I posted the story below I have added at least some 30 more flights with the Cub and way over a hundred take-offs and landings. This is a great combination!

Dave is a man of determination and dedication in overcoming

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a challengea man who will not take no for an answer. After a near-fatal airplane accident, Daves doctors told him he would never walk again. But he did! They told him he would never return to his job at Ford Motor Company. But he did! And they told him he would never fl y an airplane again. But he did! The Spirits Journey describes Daves lifelong involvement in aviation with many interesting and humorous anecdotes Bob Pauley, private and glider pilot, aviation photographer, and author There is a story buried in this manuscript of when Mac McKenzie flew my mother and me for my first airplane ride. After the flight (I must have been three or four years old), Dave and I sat in the airplane and talked. He explained all the controls, instruments; and how they related to flying an airplane. I was hooked for life. He is responsible for my start

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in what turned out to be a very great and successful career in aviation Captain John D. Patten, Delta Airlines, Retired
Theres little doubt in my mind, theres something we learn about ourselves, from the people that enter our lives. After reflecting on Dave McKenzies determination to succeed, courage, and will to overcome the adversities as told in his book, I hope you gain insight to your lifes perspective, its experiences, and that you become the person you truly wish to be. John O. Maxfield, corporate pilot In the heartwarming memoir The Spirits Journey, Dave McKenzie shares the inspiring story of how he overcame lifelong pressures, family opposition, and incredible personal hurdles in order to follow his dream of flying an airplane. As a young boy, he felt there could never be any odor more pleasant than the exhaust

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fumes that emitted from a small airplane engine. As each airplane he rode in started its take-off run, Dave would revel in the sensation of freedom he felt even as a passenger. He shares how both his mother and his teachers opposed his preferred career choice of becoming a pilot, but he also details how he relied on his determination, effort, and intelligence to make the most of his love of aviation while still enjoying a career as an automobile chassis designer. Yet his adventuresome choices were not without challenges. After he becomes an aerobatic pilot, he chronicles the disastrous air show and subsequent injuries that nearly ended his life and his dreams. Dave McKenzies story proves that the human spirit is a much stronger force than we ever imagined even when faced with seemingly insurmountable obstacles.

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Relates the story of a U.S. airman who survived when his

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bomber crashed into the sea during World War II, spent forty-seven days adrift in the ocean before being rescued by the Japanese Navy, and was held as a prisoner until the end of the war.

Boys' Life is the official youth magazine for the Boy Scouts of America. Published since 1911, it contains a proven mix of news, nature, sports, history, fiction, science, comics, and Scouting.

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