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COPA *Flight*

The Journal of the Canadian Owners and Pilots Association

MORE THAN
100
CLASSIFIED ADS

CANADIAN CUBS 2 OSH

MARKING 80 YEARS OF LOW AND SLOW

AWARDS OF MERIT
COPA HONOURS ITS OWN

NORSEMAN FESTIVAL
A CANADIAN CELEBRATION

FLY WITH PURPOSE
CASARA NEEDS MEMBERS

PM#42583014

SENTIMENTAL JOURNEY



The Corsair was conceived about the same time as the Cub.

The next morning I awoke to a picture perfect Rocky Mountain morning; no wind and cool. I had my first snag. My rear seat plug jacks were not making contact. After a quick rewire of my front seat PTT switch to my backseat position, I was off. After watching the cars get very big again while trying to convince the Cub to climb to great heights, I descended down towards the Frank Slide, and cleared the mountains at Waterton National Park

On final to Medicine Hat, my radios went carrier wave only. When I landed, I did some quick troubleshooting with an amazingly helpful AME. An hour later, problem solved, I departed.

I ended up that night in Shaunavan, SK., my deceased mother's childhood home. I met the family who live in the old house and we shared common family stories. I will send them a 1929 picture of my Mum's family with nine kids which was taken in their living room, which looks the same as it did at the time.

The early-rising folks at the local farm equipment dealer solved my next technical glitch with a handful of replacement battery terminals in case another one broke and I left Shaunavan with warm memories of kind and generous people.

Off I went, only one hour late for my border crossing down at Scobey, Mon-

tana. The Scobey crossing is a grass strip full of gopher holes in the middle of nowhere. Clearing Customs took about 5 minutes. From this point on I had thunderstorms chasing me all the way down SE ward through Montana and North Dakota. Bucking intense southeast headwinds with ground speeds down to 40 mph for the final 4.7 hour leg, I flew for 10.7 hours that day and made it all the way the SE tip of North Dakota just at nightfall. Tired I was!

I was within striking distance of Hartford if I did a good long day of flying, but there was some weather to negotiate. I ended up making it to possibly the world's most beautiful grass

LOW AND SLOW: PIPER J-3 CUB

BY MICHAEL J. MARTIN



Piper J-3 Cubs flew in to Oshkosh from everywhere with at least 20 US states and four Canadian provinces represented at AirVenture 2017.

Some notable Canadian participants in this 80th anniversary event include:

Doug Tomlinson, CF-VIC, 1940 J-3, Saskatoon

R. D. (Doug) Tomlinson flew his 1940 Piper J-3 Cub to Oshkosh from Saskatoon. He was proud of his blistering average air-speed of 64 knots over the 16.5 hours of flight time. His Continental 65 HP engine earned its pay on this trip. He enjoys the slow and low view that only birds, helicopters, and a Cub pilot get to see.

Brad Koal, CF-YYC, 1946 J-3, Calgary

A Piper J-3 Cub flew in from Calgary. It would be easy to guess its home airport by its mark, CF-YYC. It was flown by Brad Koal. Koal's Cub is a 1946 J-3C-65, again with a 65 horsepower engine. He took 19 hours to make the journey from Indus/Winters Air Park Airport, (CFY4), a mile southwest of Indus, Alberta. Koal left AirVenture on the Thursday as he was

scheduled for work five days later. It takes a lot of planning to fly cross country in a Cub. Cub pilots gain more flying experience not commonly had by most pilots.

Glen Tinkler C-FAUU, 1947 J-3 Cub

Piper Cub, C-FAUU, a 1947 J-3C-65, also hails from Alberta. Glen Tinkler of Calgary, flew to Wisconsin for the Cub gathering at AirVenture with two other Canadian Cub owners. He said the trip to Hartford took almost 19 flight hours. Glen is a new pilot who just earned his pilot's licence last fall. He purchased his Cub two years ago. By far, this is his longest flight and it dramatically added to his 130 hours in his log book.

Mark Oliver, C-FVEO, 1942 J-5A-1

CF-VEO (C-FVEO) is an amateur built J-5A-1 Cub that is classified as a variant of the J-3 Cub. It was built by EAA in 1942, so technically it is not a Piper production version like most of the others here at AirVenture, but it is from the same era and to the same over-all design parameters.



The airplane is co-owned by Mark Oliver and Robert Riege. They departed from Alberta to attend AirVenture in Oshkosh, with plans to head next to Ottawa. Like CF-YYC, it is from Indus/Winters Aire Park Airport. (CFY4). The J-5 Cub is wider and is christened a three-person airplane, but most who know it, think of it as a 2.5-person airplane. It sports a larger Lycoming O-235 engine. This engine was released in 1942 and comes with different horsepower ratings from 100 to 135 HP. CF-VEO uses a 100 HP version of the O-235 powerplant to deliver a blistering airspeed nearer to 75 knots. With a range of 430 miles, it needs fewer fuel stops on longer trips.

A LONG, SLOW HISTORY

BY MICHAEL J. MARTIN

The revered Piper J-3 Cub is the definitive taildragger airplane and was in primary production from 1937 to 1947, initially built in Bradford, Pennsylvania with later production relocated to Lock Haven, Pennsylvania after a major factory fire at Bradford. Nearly 20,000 Cubs were built with approximately 25 percent still flying, an extraordinary high percentage for an 80-year old airplane.

There are dozens of variants of the Cub and it has served in numerous roles, including military, flight training, bush flying, and of course, general aviation. However, it struggled for survival in its early days. It began life as a Taylor E-2 Cub with its creator, C. Gilbert Taylor, with funding by William T. Piper. Taylor Aircraft went bankrupt in 1930 and the assets of the company were acquired by Piper. During the early Piper years, it was updated and reengineered extensively from the original Taylor Cub design by Walter Jamouneau to become the J-3 Cub that we know and love today. Some say that the letter "J" in the Piper J-3 Cub stands for Jamouneau. During its production heyday, at least 150 Piper Cubs were manufactured in Canada. In those days, the cost of a new Cub ranged from \$995 to \$2,461.

Originally, the Cub was powered by a 40-horsepower engine built by Continental, Lycoming, or Franklin and selling for \$1,300 in 1938. As the design evolved the engine horsepower increased too, first to 50 horsepower, then to 65 horsepower by 1940. With just 65 horsepower, and a cruise speed of just 65 knots the airplane defines "low and slow." motto was attached to the Cub. With a standard range of just 191 NM, numerous fuel stops on any cross-country trip are mandatory. With an empty weight of just 680 lb and a gross weight of 1,220 lb, its 540 lb useful load leaves little capacity for passengers, camping gear, and fuel when on the journey to Oshkosh.



field, just 30 miles south of Minneapolis, called Stanton Field, MN. The people there were great. When I looked at the weather and considered my lack of sleep, I settled in for the evening at this stunning location. The matriarch of the airfield offered me a suite to stay in and some craft beer as she shared stories and photos of her adventures ferrying aircraft all over the continent. At 80, she was still flying to places like Florida and Alaska.

Fog and low ceilings left behind from the previous evening's thunderstorms made the route to Hartford, the rallying point for the mass arrival to Oshkosh, rather circuitous but I made it by mid-afternoon. Despite the weather, 50 aircraft made it to the Hartford Fly-In. I got the award for travelling the greatest distance.

I met Canadians in three Cubs from Calgary and Saskatoon in Hartford and we departed for Oshkosh early the next morning with departures at 40-second intervals starting at 6 a.m. So much for catching up on sleep!

The next morning all went according to plan despite some fog and there was some interesting flying going on among this ragtag group of 50 Cubs enroute to OSH.

We all arrived in OSH with the last Cub on the ground just after 0700 Hrs., and were all parked together on the grass beside the runway. It was like arriving at Woodstock in 1969 or going to Disneyland for the first time but as an aviator. The pilgrimage was complete. Now, I just needed to make it home! **CF**