

Piper J-4 Cub Coupe Model Guide

The Piper J-4 Cub Coupe is a two-seat, single-engine piston aircraft built from 1938 to 1942. The Sensenich propeller list shows J-4 variants with Continental, Franklin or Lycoming engines from 50 to 85 hp. The supplied documents give no weight, speed or range figures, so rely on the aircraft's own paperwork for those.

KEY TAKEAWAYS

- Two seats. Engine depends on variant: 50, 60, 65, 75 or 85 hp (J-4, J-4B, J-4A/J-4F, J-4E, J-4 with C-85).
- Piper Service Bulletin 836A covers all J-4 Coupes: check battery and starter cables for aluminum wire and replace it with copper.
- Norwegian airworthiness directives call for repeated 100-hour checks of strut fittings on Piper Cubs. Ask for the compliance records.
- No weight and balance data, speeds or performance figures were supplied. Get the aircraft's own flight manual and weight and balance.

ENGINES AND PROPELLERS

Sensenich lists these J-4 pairings: J-4 with Continental A-50 (50 hp), W76B-47; J-4A, Continental A-65 (65 hp), W72CK-42; J-4B, Franklin 4AC-171 (60 hp), W70F-47; J-4E, Continental A-75 (75 hp), W70DK-42; J-4F, Lycoming O-145-B (65 hp), W70LY-36; J-4 with Continental C-85 (85 hp), W76RK-2-46. Confirm the fitted propeller matches the engine.

TAILWHEEL AND LANDING GEAR

Scott lists tailwheel and rudder-arm parts for the J-4 Coupe (rudder arm 1140 fits Cub J-3, J-4 and J-5). Scott's handbook sets spring connector tension at about 25 to 30 pounds and recommends 45° of steering each way. A Norwegian directive says the J-4 has rubber-cord gear springing, unlike the bent-axle telescopic-strut gear that needed X-ray axle checks on another Cub Coupe type.

INSPECTION ITEMS TO ASK ABOUT

A Norwegian directive lists the J-4 for fabric tears at the cabin attachment under the upper windshield. The scan is partly illegible, so verify compliance. Another directive covers cracked strut fittings on Piper Cubs: inspect with good light and a loupe, at the first 25-hour check and then every 100 hours. A third covers loose aileron-balance flange rivets: check every 100 flight hours.

SPECIFICATIONS

Seats	2
First Year	1938
Last Year	1942
Continental A50 Hp	50
Franklin 4ac171 Hp	60
Continental A65 Hp	65
Continental A75 Hp	75
Continental C85 Hp	85

SAFETY NOTES

- SB 836A: corroded aluminum battery or starter cables can overheat and start an electrical fire. Replace with copper within 50 hours of the next inspection.
- Cracked fuselage strut fittings on Piper Cubs could cause total failure. Have an authorized mechanic inspect them and check the records.
- The directives in the documents are historic. Confirm current airworthiness directive status for the specific aircraft.