

**PIPER**

*Super* **CUB**

**THE WORLD'S**

**LOWEST COST,**

**MOST VERSATILE**

**“STOL”**

**AIRPLANE**

# PIPER Super CUB

**...in a class by itself**

**for utility • reliability • versatility**

THE NEW PIPER SUPER CUB is a rugged, efficient airplane, equally remarkable for husky utility and agile performance.

Here's a plane as modern as this minute... with a pedigree that goes back more than 30 years. Here's the original "steep gradient aircraft"—with STOL (short take-off and landing) characteristics which permit it to operate safely in and out of the roughest, smallest fields, at any altitude.

The Super Cub holds the world's record for piston-powered light aircraft—30,203 feet. Super Cubs have landed and taken off from 16,208-foot Mount Sanford in Alaska, and from 15,781-foot Mont Blanc in the French Alps.

The jobs the Super Cub performs are limited only by the requirements of those who fly it. The Super Cub is invaluable for power line, pipe line, border and forestry patrol... farm and ranch chores of every description... mountain rescue... geological exploration... fish spotting... highway traffic control... fish and game conservation... cargo transport... fire fighting... missionary and medical service... construction and real estate survey... hunting and fishing trips to "inaccessible" wilderness. Whether on wheels, floats or skis, the Super Cub is go-everywhere, do-everything transportation.

Super Cub performance reflects the plane's sound aerodynamic design, proved and refined in more than 27,000 planes of this basic model produced by Piper. Powered by Lycoming's popular 150 hp engine, the new Super Cub takes off, fully loaded, in 200 feet—needs only 500 feet from standing start to clear a 50-foot barrier. The Super Cub climbs 960 feet a minute, cruises 115 miles an hour at 75 per cent power, lands at an easy 43 miles an hour. With standard 36-gallon gas capacity, the Super Cub has a four-hour cruising range, burns an economical 9 gallons an hour. The Super Cub's useful load of 820 pounds permits any amount of instrumentation desired, plus abundant cargo capacity.

Thanks to its dependable Lycoming power and to the perfection of its design and construction, the new Super Cub is able to operate efficiently for long periods far from maintenance bases. Whether flown from a modern airport, a pasture or a jungle strip, the Super Cub is one of the most "self-sufficient" airplanes ever built.

People who know airplanes have made the Super Cub the yardstick by which utility aircraft performance is measured... the world over. The new Super Cub carries on the distinguished tradition.

## ..famous for sturdy, maintenance-free dependability

**RUGGED CONSTRUCTION.** The Super Cub's fuselage structure is of welded steel tubing, treated during construction for corrosion resistance.

Wing framework is made up of aluminum spars and ribs with aluminum sheet forming the leading edge and aileron false spar.

Wing tip bow is of ash, both tough and lightweight.

Piper's exclusive Duraclad plastic finish is fire resistant, long lasting and easy to repair.



**LYCOMING POWER.** The PA-18 Super Cub's engine is the highly respected 150 horsepower Lycoming O-320. The four-cylinder engine, with dual ignition, incorporates a stainless steel cross-over exhaust system, and efficient muffler. The steel tubular engine mount is mounted to the fuselage at the firewall on hinges, so that the rear of the engine is readily accessible for service. A Sensenich metal propeller, especially designed for take-off, climb and economical cruise performance, is standard. 80/87 octane gasoline is used in the Super Cub.



**ADAPTABLE PANEL.** The standard instrument group in the Super Cub includes altimeter, airspeed, compass, oil pressure and temperature gauge and tachometer. There is ample room in the full-size panel for complete instrumentation and radios. Dual flight and engine controls are standard, as are dual brakes.



**CONVENIENT CABIN.** The Super Cub's front seat is adjustable fore and aft. To enlarge the space available for cargo, the rear seat can be quickly and easily removed. For photography, hunting of predatory game, and other special purposes, the hinged right door and window can be opened in flight. An abundant supply of warm air is regulated by means of a cabin heat control and left hand windows have panels to admit cool fresh air.



**CARBURETOR HEAT AND FILTER.** Carburetor heater and filter are standard Super Cub equipment. The air filter is of the new, improved paper type—99.5% effective, and easy and inexpensive to replace. This feature is of particular importance in the many Super Cubs operated under extremely dusty conditions.

**PLUS THESE OTHER STANDARD SUPER CUB FEATURES...**balanced rudder and elevators...wide-span flaps...gascolator drain...36-gallon gas capacity in two wing tanks...18 cubic feet of cargo space.



## LANDING GEARS FOR EVERY OPERATING NEED

**STANDARD LANDING GEAR** on the new Super Cub is of the husky, maintenance-free, Hydrasorb type. Balloon tires cushion landings on rough ground and taxiing is simplified by new full-swivel, steerable tail wheel plus dual brakes.



**ON EDO FLOATS**, the Super Cub is a versatile seaplane. Special metalizing for resistance to salt water corrosion is available at the factory when the Super Cub is ordered as a seaplane.



**ON FEDERAL SKIS**, the Super Cub operates nimbly from snow-covered prairies and from Alpine glaciers. Standard skis and wheel-ski combinations are both available for the Super Cub.



**SPECIAL PURPOSE GEAR.** Graphically pointing up the capability of the Super Cub under "impossible" conditions is this special gear installation using 36" low-pressure tires. This Super Cub is assigned to exploration close to the North Pole.

**PIPER** *Super* **CUB**



## PIPER FACTORY APPROVED SERVICE

This sign, displayed at airports the world over, is your assurance of service performed by factory trained technicians. Here genuine Piper parts are used and prices are reasonable.

## PERFORMANCE

	PA-18	PA-18 Seablane
Top Speed (mph)	130	115
Cruising Speed (75% power) mph	115	103
Stalling Speed (mph)	43*	42*
Take-off run (ft.)	200*	700 est.
Take-off over 50 ft. barrier	500*	990 est.
Landing roll (ft.)	350*	430*
Landing Distance over 50 ft. barrier	725*	730*
Best rate of climb speed (mph)	75	75
Rate of climb (ft./min.)	960	810
Best angle of climb (ratio)	45	48
Best angle of climb (mph)	1 to 5	1 to 6.5
Service ceiling (ft.)	19,000	17,500
Absolute ceiling (ft.)	21,300	19,500
Fuel Consumption (gal./hr.) (75% power)	9	9
Cruising Range (75% power, miles)	460	412

## SPECIFICATIONS

	Lyc. 0-320 150 at 2700	Lyc. 0-320 150 at 2700
Engine	1750	1760
H.P. and RPM	930	1190**
Gross Weight (lbs.)	820	870
Empty Weight standard (lbs.)	35.3	35.3
Useful load (lbs.)	178.5	178.5
Wing span (ft.)	22.5	23.9
Wing area (sq. ft.)	6.7	10.3
Length (ft.)	11.6	11.7
Height (ft.)	10.0	10.0
Power loading (lbs./hp.)	50	50
Wing loading (lbs./sq. ft.)	36	36
Baggage capacity (lbs.)		
Fuel capacity (gals.)		

\* Flaps extended.  
\*\* Seaplane empty weight includes starter and electrical system.

Performance and specification figures are for standard equipped airplanes flown at gross weight under FAA standard conditions at sea level.

**STANDARD COLOR COMBINATIONS**  
Exterior—Juneau White with Pontiac Red;  
Interior—Pontiac Red with Black trim.

## PA-18 SUPER CUB

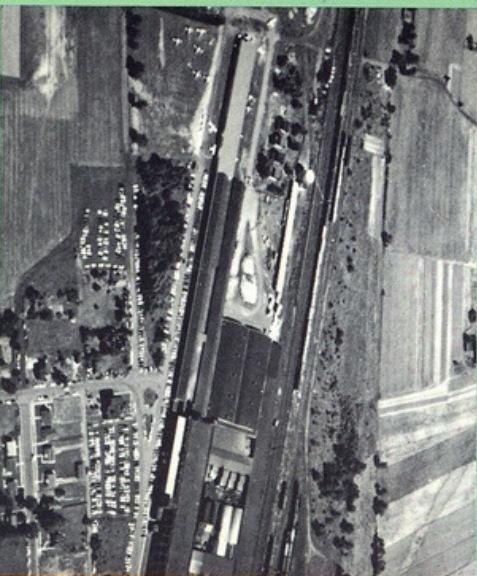
Engine—Lycoming 0-320; 150 hp @ 2700 rpm; dual ignition, four-cylinder	Cargo capacity—18 cu. ft. Cool air vent (adjustable)
Airspeed	Crossover exhaust
Altimeter	Dual controls
Compass	Dual wheel brakes
Oil temperature and pressure gauge	Duracel finish
Recording tachometer	High lift wing flaps
Adjustable front seat	Quick-drain gascolator and oil
Baggage compartment	Mixture control
Balanced rudder and elevators	Steerable tail wheel
Cabin heater	36-gallon gas capacity
Carburetor air filter and heater	Sensitech metal propeller
	Stainless steel exhaust muffler

## DELUXE PA-18 SUPER CUB

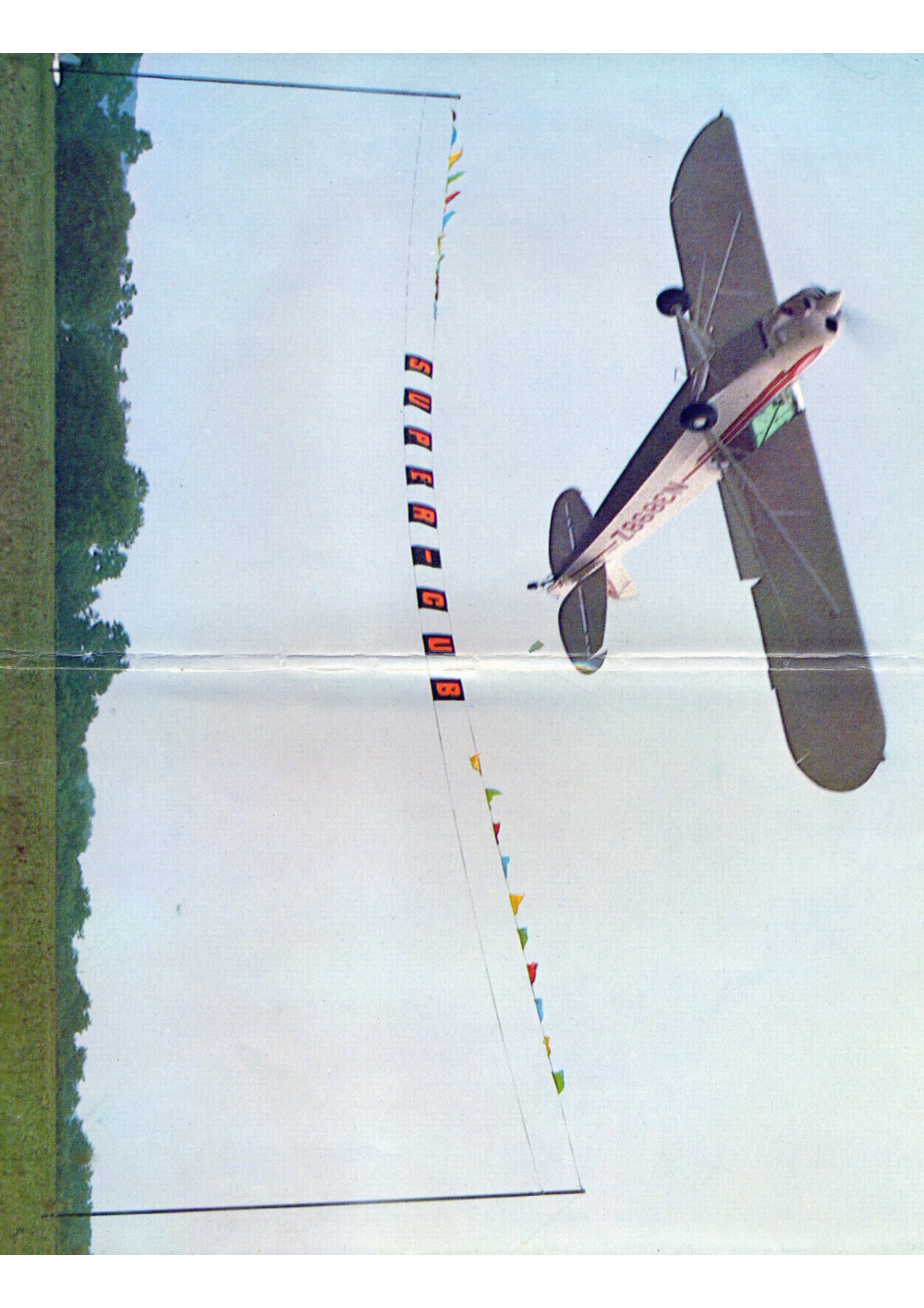
Electrical system—starter, generator, battery and navigation lights (12 volt)	Tie-down rings
Sensitive altimeter	Control locks
	Parking brake
	Metal propeller spinner

### OPTIONAL EQUIPMENT

Turn and bank, rate of climb, outside air temperature gauge and 8-day clock with venturi	Landing light
Directional Gyro with venturi	Tailwheel—8" Scott
Metallizing and stainless steel cables for resistance to salt water corrosion	Radio—Mark III
Edo floats—Model 2000	Shielding
	Vacuum system



**PIPER AIRCRAFT CORPORATION**, Lock Haven, Pennsylvania, is the home of the Super Cub and of other planes in the fine Piper line of aircraft for business and pleasure. Here expert craftsmen employ the most modern manufacturing techniques to produce safe, reliable airplanes priced as economically as possible.



SUPER-CUB

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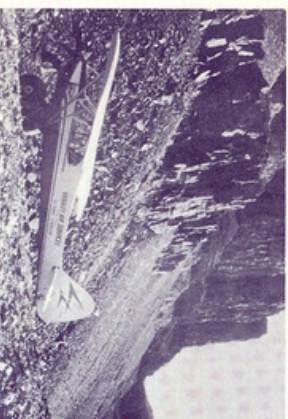
**PIPER Super CUB...SuperLATIVE PERFORMANCE...SuperLATIVE UTILITY**



**POWER AND OIL LINES, FOREST TRACTS** are inspected from a Super Cub at a fraction of the cost of surface inspection.



**CONSTRUCTION PROJECTS** make faster progress when supervisors and materials are flown direct to the job by Super Cub.



**GEOLOGICAL EXPLORATION**, whether for gem stones or natural resources, carries the Super Cub to "impossible" places, safely.



**FOR DUSTING, SPRAYING**, the Super Cub with dispersal unit installed in the field is a versatile two-place agricultural plane.

*...these only begin to suggest the endless uses of the stalwart Super Cub. Forest fire detection... mountain rescue and supply of mountaineering expeditions... fish spotting for commercial fishing fleets... flight instruction... law enforcement of every description... stocking ponds with fish, and feeding and counting isolated game... supplementing the jeep as essential farm and ranch equipment... aerial photography... cargo-carrying... fishing and hunting—these and hundreds of other uses make the Super Cub unique and indispensable.*

**PIPER**

**AIRCRAFT CORPORATION  
LOCK HAVEN, PENNSYLVANIA (MAIN OFFICES)  
VERO BEACH, FLORIDA**