

# Super Cub Newsletter

The Official Publication of the  
Super Cub Pilots Association

P.O. Box 9823



Yakima, WA 98909

September, 1984

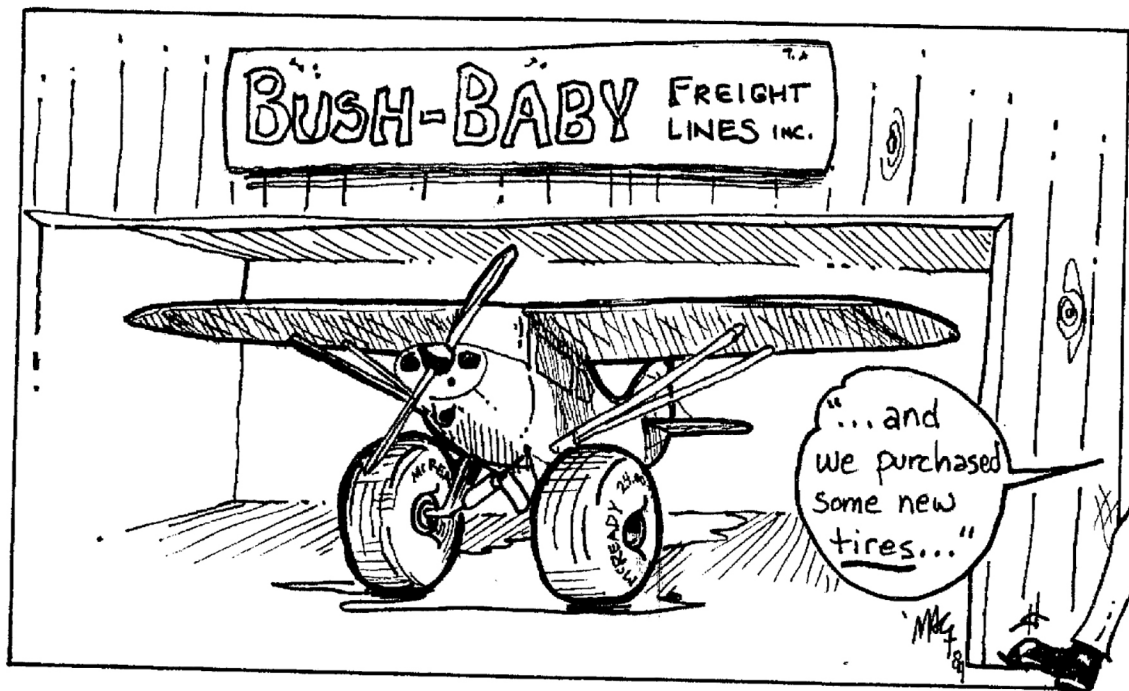
Editor: Jim Richmond

Volume 2, Issue 9

SHE'S GONE, OH, SHE'S GONE! A very real frustration in the SUPER CUB rebuilding business is that after I spend several hundred hours gently nursing an old worn out airplane back to full health and full potential, I must part with her. The relationship starts as a business deal, but soon turns into a labor of love. The hours spent stretching new fabric over newly painted tubes and stringers, applying reinforcing tapes and chafe patches to second-guess future wear points, and the endless sanding of silver skin, all tend to let my mind drift on to whims of fancy with this partner in flying adventure. As I weld on float fittings, I don't see a skeleton of an airplane with a molten puddle of steel shimmering before me. Float fittings provide an open door to the vision of drifting up to that moose with its head under water eating his evening meal on the picturesque shores of a wilderness lake, or fighting a huge Dolly Varden while leaping from one float to the other.

As I bolt on the heavy duty landing gear, my mind is landing on a mountain ridge where these gear will be needed. The bungees strain and stretch to the max as I come to a stop amid shale rock and mountain goats. A SUPER CUB is the only airplane that would dare try to land here. As I install the lock on the rear seat storage compartment, I wonder if I'll be able to get at the key and open the lid in time to grab my faithful .45 and stop the charge of the Grizzly (he lands at my feet) Whew!

Recently, after pouring many thousand dollars and many hundreds of hours into an older CUB, I watched as the prospective buyer kicked the tires and complained about the color of the interior. I felt insulted! He could have told me that my daughter was an ugly little girl and been held in no more contempt! The Nerd! As he made the offer I expected, the asking price was FIRM! "Take it or leave it!" Maybe he could sense the indignity in my voice, I don't know, but in retrospect, the interior color suddenly became more to his liking! We agreed on a mutually acceptable price. Then . . . he took her . . . away.



Membership in the Super Cub Pilot's Association is \$25.00 per year for U.S. members, and we welcome Canadian members at \$30.00 per year Canadian funds. Foreign memberships are \$40.00 per year.



FROM THE MAILMAN:

Dear SCPA: My wife and I joined your membership recently and received our first newsletter in July. We enjoy the newsletter and find the information valuable. Presently we are considering buying a later model Super Cub. The airplane would be for personal use primarily, but may consider making it available to the limited public for rental and training. Do you have any information or knowledge of the Super Cub being used for rental/training? If so maybe you can help me with some of these question marks... Is renting this class of airplane feasible? Do you think it is marketable? Is it profitable? What are some disadvantages? What average operating costs can be expected? How difficult is it to attach amphibious floats?

Thank you so much for your expertise. We're looking forward to your letter.  
Sincerely,

Ned Landers  
Orlando, FL

Dear Ned: Super Cubs can be a good rental, but there are a few built-in problems. The rental Cubs I can think of off the top of my head go for from \$49.00 per hour in Anchorage, to \$75.00 per hour (with pilot) for game survey in Montana, to \$100.00 per landing at a couple of hunting camps in Alaska. I don't know of any Cubs for rent in my area at all, although I've been asked several times if I would rent one out. My problem with rental is that insurance is a must, and the cost is extremely high. I would be looking at \$2500 to \$3000 per year, for insurance alone, and I don't want that kind of overhead.

Operating costs run between \$20 - \$30 per hour, plus insurance, so you can see that in order to pay for the plane, and it's upkeep, you'll need to get at least \$50.00 per hr. to make it a paying proposition.

One of the drawbacks as I see it, is that the average renter would be the guy that wants to go out and land off the airport, and that is where the accidents happen. The insurance and interest payments keep right on coming, even when the plane is down for repairs.

I have rented Super Cubs on floats, and I know two float operators who specialize in giving float ratings. They both use Super Cubs, but one has started offering a C-172 as well, because it is easier to instruct in - though not near the float plane that a Cub is.

If anyone would care to offer Ned more specific information on costs, etc., drop him a line at 315 N. McGuire Blvd., Orlando, FL 32803 or call 305-896-4225.

Dear Jim: Your newsletter is the best airplane literature that I get, and I have subscribed to almost everything that has anything to do with flying machines. I bought my first airplane in 1957 (before even knowing how to fly), and learned how in my PA-12. I had it until the 1964 earthquake when subsequent tidal waves destroyed it along with 14 other planes in Seward, Alaska, where I lived at the time.

I have always had a strong affection for the Cub, and now have a 1957 Super Cub, that I totally rebuilt during 1981, taking about eight months worth of blood, sweat and patience. I might mention here that I picked up my A & P license from Northrup Institute in 1961.

Last year I decided to bite the bullet, and installed a factory new 150-0320A engine. I did all the Alaska Modifications on the fuselage, but left the outside in the normal factory configuration. In my opinion, the best improvement to the Cub was the 82" McCauley prop.

A group of us go hunting on Afognak Island for deer and elk. And this year, we seemed to gather quite a "flock" of Cubs. It takes about 2½ hours for the trip with about 45 minutes over open ocean. A couple weeks ago on a Saturday morning I went out to visit some friends, and before I could really say "no", I was talked into a two day hunt on Afognak. So I ran home, gathered my gear, and filled all empty spaces with extra gas. I do have two floathatch kits that I can get three 5 gallon cans, or twelve 2 gallon cans into each float. Since the other Cubs took off from another lake, I got a head start, putting them a couple miles behind me. We have our own frequency to talk over, and the normal chit-chat was passing back and forth. I had cut back to 2150 r.p.m. so we could group up. I was a little tense, even though the weather was C.A.V.U. and no wind. Must have sensed something coming, because without noise or warning of any kind, the front end of the Cub started vibrating like something I have never experienced. At first I thought I had hit something, then I thought I had blown a jug, but no oil was showing. I closed the throttle immediately, and pulled the lean mixture, kicked it into a slip, pulled full flaps and went straight down onto a slew that I had just previously been looking at. I called a Mayday to the guys telling them I was going down and when I slid her on the water, I was looking at a 6 ¾" shorter prop blade than when I started out.

Dr. Paul Isaak, a good friend of mine, was helping his sons fly out a moose, and just happened to hear my Mayday. He flew to his homestead, picked up a spare prop, and delivered it to me just thirty minutes later, saying when he arrived that he didn't think the engine was still supposed to be attached. The other three Cubs had landed in the meantime and had taken some pictures. After inspecting all the fittings, I was back in the air again.

We found that the break was in line with a rock pit that occurred this Spring.

(continued on page 3)

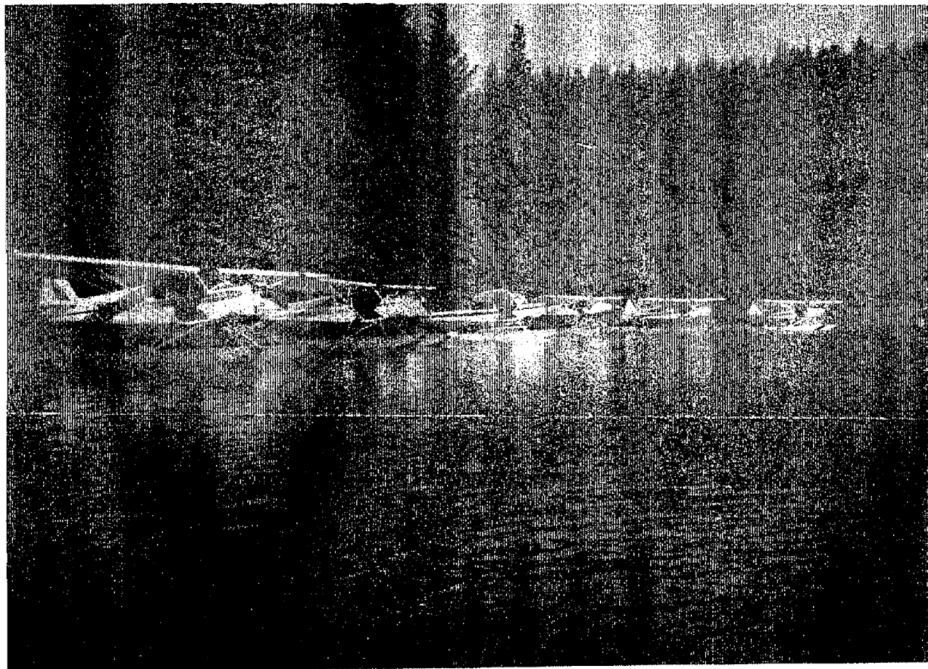
We filed it and the prop has approximately 80 hours on it since then. Really curious, and wonder if any other Super Cub members may have had a similar experience. And if there are any pilots out there with dents in their prop, I would strongly suggest they have a prop shop take a look.

Enclosed is a picture of a group that got together at a lake on Afognak Island. Also a picture of my plane. I also fly on skis to ice-fish in the winter, and 25 x 11 x 4 tires in the Spring for clam digging. I have a 40-channel C.B. in the plane, and my C.B. handle is "Super Cub".

Keep up the great newsletter. I really look forward to all the news about my fellow Cub pilots and their planes. Sincerely yours,

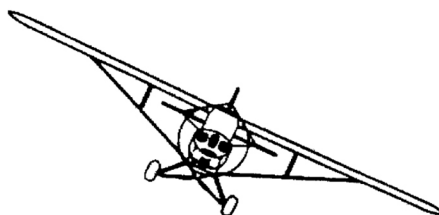
Oliver J. Amend  
Anchorage, AK

My rebuilt (by me) Super Cub. This picture taken at a lake on Afognak Is. just a couple weeks before prop fractured. Incidentally, in the lower center of photo is a salmon that very recent to my landing that had been eaten on by a grizzly bear. Looking closely you can see the tracks



A group of friends at a lake on Afognak. My Cub is third from the left.

Dear Oliver: Thanks for the encouraging words! The only times I've seen props come apart have been on a Mooney where 2 mounts, alternator and dipstick broke loose, and a Thorp T18 where the pilot attempted a landing on a road after losing part of his prop, and his eye-balls were bouncing around so much that he couldn't see a power line and hit it! The good Lord was watching over you!





MORE MAIL...

Dear Association: Here is my \$25.00 to become a member of the Super Cub Pilot's Association. Received a couple of newsletters which were interesting and helpful. I own a PA-18 (1968) Cub on floats with Lyc. 160 hp engine. The Cub was completely rebuilt in 1982 with the exception of the engine which has 1700 hrs. on it. My question is: Does anyone out there have a Cub on floats with a 180 hp engine in it? What's the performance like? Airspeed, takeoff, climb, etc.? What's the difference in weight? Engine mount change? Cowling? Standard prop or constant speed? Lots of questions, but am interested in a 180 hp if I know more about the performance, efficiency and cost. Also, am interested in the 30.5 gallon fuel tanks, installation procedures, etc. In my business I fly 4 to 8 hours straight and would like to quit packing extra fuel. Oh, what are the tanks made of? Have they been leak tested? I have a Io-520-F engine - 900 hrs. approx. which was in a crash so must be O/H and will have this O-320 B2C engine for use as a trade-in or cores for either a remanufactured to specs Lyc 80 hp or Lyc 160 hp. Do you know of a reliable dealer or company with good credibility, who sells these engines? Would like to install the hand bilge pump kits on the EDO 2000 float compartments. Do you sell them in your area or where? cost? Well, I guess I've asked enough questions for now and sure hope for some feedback on these. Lots of good flying. Sincerely,

William R. Petaja  
Juneau, AK

Dear William: Mike Jensen is the man to talk to regarding 180 hp conversions, as he sells a conversion kit and is very knowledgeable on all the pros and cons. Basically, you'll get the same cruise speed, much better climb and take off performance and an increase of about 20-40 pounds depending on the engine/mount you choose (Dynafoal or conical mount is available) Most Cubs with 180's in them use the fixed pitch prop to keep the weight down (add lightness and engineer simplicity). The cowl, baffles and air box are all modified slightly to fit the larger engine, and most guys will tell you that their fuel consumption is about the same as with a 150 hp engine!

The 30.5 gallon tanks are welded aluminum, leak tested and FAA approved (STC'd) for the PA18. They replace the original tanks, and install in about 12 to 20 hours each. I can't help you much on recommending an engine dealer, prices are so high, I never buy a new engine anymore. In buying a rebuilt engine, I'd caution you against buying one that was rebuilt by an A & P to sell. If you buy from a large company, you get a warranty, or buy a runout and have it rebuilt to your specs - then you know what you have.

You need to know that a "majored" engine need only be disassembled, inspected and reassembled with parts that meet "service limits". A "remanufactured" engine is supposed to be assembled only after all parts meet "new parts" limits. In theory, a "majored" engine could run for 10 hours, and wear out, but it was technically "airworthy" at the time it was "majored" Buyer Beware!

Hi! While on business in California I met Jim Judd who gave me a copy of the newsletter. Assuming you take Canadian members, attached is a cheque - eh! My PA18-150 is located at "Yoru", a friendly grass strip southeast of Hamilton. It desperately needs 2000 floats for next summer - know of any? Also I'm very interested in wing tip, baggage area and metal underbody conversions. Thanks and I look forward to the newsletter.

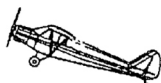
Eric Taylor  
239 Linden Ave.  
Burlington, Ontario  
Canada L7C 2P4

Can anyone help Eric out in his desperate need?

Dear Jim, I am sending you a 337 you and your other members might be interested in for a Hoskins Symbolic display, FT 101. I really enjoy having mine on board - it really lets you know what your fuel situation is at all times, and I see where S.D.I. are giving rebates now. Does anyone have any suggestions on how to cut down on drafts of cold air getting into the back seat area of Cubs. Sincerely,

John R. Robinson  
Duncan, OK

Dear John, Thanks for the 337 form. If anyone else has modifications they feel are unique or unusual, please send me a copy of your Field Approval (337 form). Often an inspector will OK a mod if it has been approved previously. A precedent has been set and other more expensive means of approval are not necessary (STC's). To keep your passenger warm, unscrew all the little #4 screws that hold the "P" molding around your door, and remove the "P" molding. Go down to your local upholstery shop and have them make you up about 12 feet of naugahyde sewn to a 1/2" rubber mead. The custom made "P" molding is softer, and much larger in diameter, so all the cracks get filled. Your automotive upholstery shop can also provide new felt channels for your sliding side windows for about 1/10 the cost of Mr. Piper's part.





Dear Jim, sure enjoyed your fly-in. Thanks so much for arranging it and inviting us. That's the best time we've had in an airplane yet and that's saying alot, cause we always enjoy flying. Our trip home was just as spectacular as the weekend at Chamberlain. We came home by way of Lake Owahee and the Alvoord Desert, then on to Lakeview. In between we saw some great country (from the air! I'd hate to be in a car!) and chased the coyotes, antelope and wil horses that roam the desert. Had what was left of our camping food, parked in the shadow of the Steens mountains on the Alvoord Desert and flew on home 50 ft. above ground really seeing the country. It was a blast! If it wasn't for lack of facilities, I'd say that would be a great place for us all to go someday.

Please let everyone know we appreciated their support and enthusiasm over our Super Cub Shirts and Hats. I'm enclosing a pic of the emblem on T-shirts and hats if you'd be willing to display it in your next newsletter. T-shirts come in red, blue and gold in Adult sizes S (34-36) L (40-42) XL (44-46) (sorry, no medium size). Children's shirts in same colors in M (8-10) and L (12-14). Hats come in several colors all with white inset. Lgt. blue, red, green, navy, gold, brown. Sure thank you again for a Super time - let's do it again real soon! Would even love something like this 2 or 3 times a year! But don't feel obligated. Hi to everyone we met there - you're all Super!



Jana Tepper  
1250 Old Ferry Rd.  
Shady Cove, OR 97539

NEW PRODUCTS AND SERVICES: Mike Jensen of Jensen Aircraft has developed a new life-time strut fitting for Piper aircraft. It is FAA approved for seven models of Piper, including all SUPER CUBS. This new fitting eliminates the need for 500 hours magnetic inspections called for in AD 81-23-05, and has an unlimited life. (Piper fittings must be replaced at 2000 hrs. for land planes and 1000 hours for sea planes.) Increased strength, reduced maintenance costs, and safety are benefits of the new installation. Special thread form, and much beefier construction provide 500 times the resistance to fatigue cracks when compared to the original fittings. The new strut forks have a much larger diameter threaded area, and this necessitates removing the old barrels welded into the bottom of your struts, and welding in new, larger, stronger ones. While this is being done, a visual inspection of the inside of the strut can be performed to comply with AD 77-03-08 for interior corrosion. The barrels are aligned with special jigs before welding, so the work must be done at Jensen Aircraft, or one of their dealers around the country authorized to install them. Price is \$375.00 plus installation. Call or write Mike at 9990 Gliderport Road, Colorado Springs, CO 80908. Phone 303-495-4812.

PLANES AND PARTS FOR SALE OR TRADE

- \* FOR SALE: PA18-105, 3000 TT 85 SMOH, Stitts in '78. Flaps, 2 tanks, elec. system, drooped tips. \$14,500 or trade? Cub Crafters 509-248-9491.
- \* FOR SALE: '76 CUB, 925 TTAE, 40 hours since \$6,000 major engine overhaul (Lycoming goofed) No damage history. Ext. baggage, rear seat storage compartment, metal headliner; removeable rear seat bar; fresh annual. \$27,500.00 Cub Crafters 509-248-9491.
- \* TUNDRA TIRES AVAILABLE AGAIN! We have 26'x11'x6' in 4 or 6 ply, and 30'x13'x6' in 4 ply. Call Cub Crafters at 509-248-9491.
- \* WANTED: PA18-150 papers. 1300 N.W. 6th Place, Moore, OK 73160. Ph. 405-799-2746.
- \* WANTED: Right fuel tank. Richard Johnson, Box 131, Condon, OR 97823. Ph. 503-384-5612
- \* FOR SALE: 1963 Mooney M20C. All metal 180 hp 1800 TT, 400 SMOH, Mark 16, AT 150. Sell or trade for PA-12 or Cessna 180. New annual with sale 406-683-6212. Sarge Hoem, 102 Legget St., Dillon, MI 59725
- \* FOR SALE: Lycoming O-290D Removed from Super Cub - TSO 1734 Hrs. New Carburetor, starter, oil cooler, Super Cub engine mount and baffles. \$1600.00 - Call Hank Ransome Days - 215-934-6111.
- \* WANTED TO BUY: Set of Tundra Tires for PA17 or 25x11x4 tires, tubes and adapters. H.F. Schulz, Box 202, Lazo, B.C. Canada VOR 2K0

# Super Cub Newsletter



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| BULK RATE<br>U.S. POSTAGE<br>PAID<br>YAKIMA, WA<br>PERMIT NO. (30) |
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Super Cub Pilots Association  
 P. O. Box 9823  
 Yakima, WA 98909

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PLANES AND PARTS FOR SALE OR TRADE, continued

CONTACT CUB CRAFTERS FOR THE FOLLOWING KITS: Phone: 509-248-9491

|                                 |              |  |          |
|---------------------------------|--------------|--|----------|
| Landing gear safety cables - \$ | 75.00        | (4) 1280 HD shock rings                  | \$ 45.00 |
| Scott 3200 tailwheel assembly   |              | installed                                | 95.00    |
| list \$450.00, cost             | 309.75       | Steel weld on float fittings             | 250.00   |
| Aluminum headliner              | 180.00       | L21 Maintenance manual                   | 25.00    |
| Removeable rear seat crossbar   |              | 6" Bodel wheels                          | 335.00   |
| kit - STC'd                     | 60.00        | 6" Cleveland wheels                      | 399.00   |
| Plane booster wing tip kit      |              | Extended baggage kit                     | 200.00   |
| STC'd (with all ribs"           | 600.00       | Bendix and Slick mags - 30% off list     |          |
| Fueling Steps - pair            | 50.00        | Extra HD mufflers                        | 275.00   |
| Windshields, green or grey      | 114.00       | Rear seat storage kits                   | 125.00-  |
| Clear windshields               | 95.00        | Heavy duty HD header tanks               | 90.00    |
| H.D. Alaska Gear Vees           | 215.00       | Cub Crafters also has Goodrich 8:00 x 4  |          |
| Cabane Vee, shock struts        |              | wheels and brake parts - CHEAP!          |          |
| Stainless steel push-pull       |              |  |          |
| cables                          | 15.00        |  |          |
| Molded plastic rear stick       |              | Left wing covered through silver, off of |          |
| covers                          | 75.00        | a 1979 PA-18-150. Will sell, or buy a    |          |
| Non-slip inspection covers      | 1.50 ea.     | right one to make a pair. Miscellaneous  |          |
| 30.5 gal. (ea.) fuel tanks      | 1500.00 pair | used airframe parts.                     |          |

AUTO FUEL STC FOR PA-18-150 ONLY (Lyc. 0-320 150 hp)

PLEASE COMPLETE IN FULL:

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

AIRCRAFT N# \_\_\_\_\_ ENGINE MODEL# \_\_\_\_\_

AIRCRAFT MODEL # \_\_\_\_\_ ENGINE SERIAL # \_\_\_\_\_

Please detach and send to SCPA, P.O. Box 9823, Yakima, WA 98909 along with check for \$75.00 made payable to SCPA. Please allow at least 15 days for STC.