



“The Sport Cub design came from my 25 years of rebuilding Cubs.”

—Jim Richmond, president, Cub Crafters



Not to be confused with the light sport airplanes, this is a Cub Crafter's Top Cub certified under Part 23 regulations.

SPECSHEET

Cub Crafter's CC11-100 Sport Cub

Base price: \$99,500

Engine.....100-hp Continental O-200
Cruise speed95 KTAS
Stall speed (clean).....31 KIAS
Rate of climb.....825 fpm
Takeoff roll250 ft
Landing distance.....300 ft
Range250 statute miles with one tank;
500 statute miles with two
Wingspan.....34 ft 3 in
Length.....23 ft 3 in
Fuel capacity12 gal, 11 gal usable
(24 gal, 22 usable with optional tank)
Useful load470 lb

Cub Crafter's CC18-180 Top Cub

Base price: \$159,500

Engine.....180-hp Lycoming O-360
Cruise speed104 KTAS
Stall speed37 KIAS
Rate of climb.....1,500 fpm
Takeoff roll150 ft
Landing distance.....350 ft
Range500 nm
Wingspan.....35 ft 4 in
Length.....22 ft 6 in
Fuel capacity54 gal, 48 gal usable
Useful load1,100 lb

Cub Crafter's

With the introduction of the Sport Cub, Cub Crafter's now manufactures two aircraft and continues to rebuild older Super Cubs. A new building next to the present Cub Crafter's factory at Yakima Air Terminal/McAllister Field Airport is nearly completed and will house Cub refurbishment operations that have supported the company since 1980. That leaves the original factory free for the manufacture of the Part 23 Top Cub and light-sport Sport Cub.

Prior to certifying its Top Cub the company was building Piper PA-18 Super Cubs under the FAA's spare-and-surplus-parts rule that allowed new construction as long as there was an original Piper data plate. The FAA also agreed to permit new data plates to be manufactured as long as the data plates named both Piper and Cub Crafter's. That rule was changed in Congress in 2004 to prohibit new construction even if there is a data plate. Company founder and current owner Jim Rich-

mond and his son, Nathan, refer to it humorously as the "Cub Crafters law."

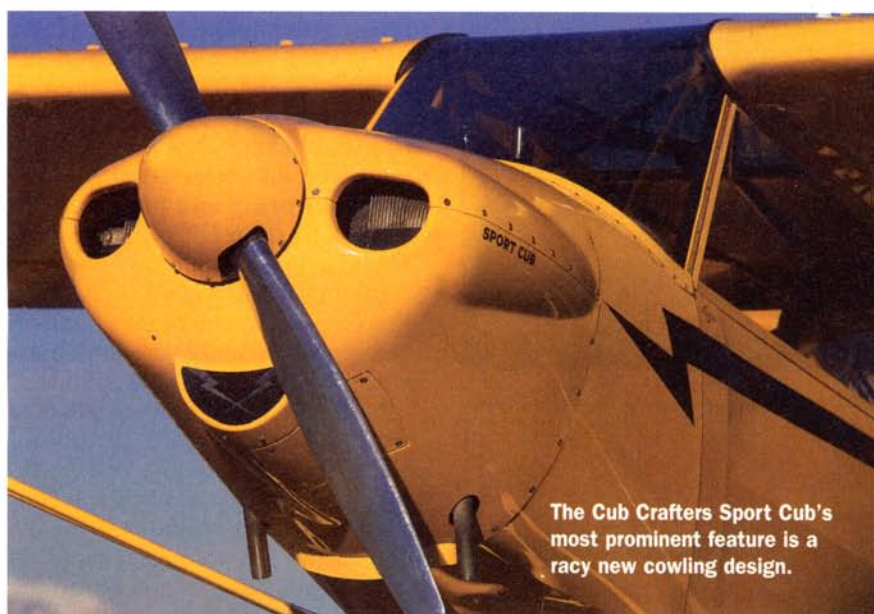
Both aircraft were flown for photos with this article, first the Top Cub and then a few minutes later the Sport Cub. The Top Cub taxied easily and precisely, tracked perfectly on takeoff, and made me look good on landing. Once in the flare with power off, thanks to the vortex generators, it seemed there was more than ample time to gauge the amount of back-stick pressure required for a smooth touchdown. Its cruise speed on that day matched the promised 104 KTAS. Well rigged, it flew level with hands off the controls.

Then I jumped into the Sport Cub. Since the aircraft was still receiving im-

provements almost daily I didn't think it would be fair to do a speed test, stalls, or other maneuvers. However, the company claims 95 knots true airspeed for this airplane, but company officials know they can flight plan for 100 knots when traveling to an airshow. The first aircraft was to be delivered in April at this writing. I noticed that during taxi the Matco steerable tailwheel required help from the heel brakes for making tight turns. The company has since decided to offer an option for the steerable Scott 3200-type tailwheel. The aircraft tracked well in the takeoff roll and took off in a few hundred feet. It was perfectly rigged and was easy to maneuver into the precise formation-flight positions called for by photographer Mike Fizer.

Like the Top Cub, it is soloed only from the front. The comfortable rear seat is a carbon-fiber-reinforced design that

is easily stowed in the ceiling. Some of the problems I saw were those of any newly built aircraft. There were electronic gremlins in the radio—since fixed. Richmond explained his design philosophy this way: "The Sport Cub design came from my 25 years of rebuilding Cubs and I was always saying to myself [that] if I ever get a chance to start from scratch on a project, this is what I'm going to do. One of the highest on that list was a door big enough to get big guys in and out of. So we enlarged the door by 13 inches fore and aft, and we widened the fuselage 4 inches at the shoulder so that a big guy can sit in the airplane and feel comfortable."



The Cub Crafters Sport Cub's most prominent feature is a racy new cowling design.

"I have also told myself for years that if I ever had a chance to redesign the fuselage, I would put the top longerons up at the top of the airplane, which makes it stronger, lighter, and easier to build."

"The Sport Cub is based on a PA-18-95 [Super Cub]. It is the same wing; and the tail feathers, wing, rudder, main gear, and the propeller are all in the same relative position as the PA-18-95's. We haven't changed the wing. That's why it flies like it does; it flies just like a PA-18-95. When you put the Top Cub and Sport Cub side by side, the Sport Cub is 4 inches wider, but the wingspan is identical, the length is identical, the tail feathers are identical. The wheels are rolling in the same plane," said Richmond.

The aircraft is designated the CC11-100 (CC stands for "Cub Crafters"). "The '11' is a reminder of the Piper

Prevent Hypoxia

precise flight oxygen

BEST PORTABLE SYSTEM

-Aviation Consumer

GEAR OF THE YEAR!

-Aviation Consumer

NEW PRECISEFLOW®
DEMAND CONSERVERS



1-800-547-2558
www.preciseflight.com

SEE OUR WEBSITE
FOR A DEALER
NEAR YOU

Follow The Innovator Not The Imitators!

It's true: **PS Engineering** holds more U.S. Patents and has more breakthrough cockpit audio technology than any other company. We innovate to solve the audio challenges pilots face in the cockpit.

When planning your next audio panel upgrade, consider the benefits you'll get from the company that's been dedicated to cockpit audio control for over 20 years. We get the details right.

PS Engineering delivers the **very best in value - right up front!**



- IntelliVox® Automatic VOX (1997)
- Cellular Telephone DuTel™ Interface (1997)
- Digital Recorder System -IRS™ (1992)
- Stereo Audiophile Sound Fidelity (1994)
- Front Panel Configurability (2005)
- 3 Year ProSupport™ Warranty (1995)
- Front Panel Utility Jack (2005)
- Front Panel Karaoke™ Control (1994)
- Plug and Play with GARMIN® GMA340
- Mail in Rebates

800-427-2376
www.ps-engineering.com

*GARMIN and GMA340 are trademarks of GARMIN Int'l. PS Engineering is not affiliated with GARMIN Int'l.

PS ENGINEERING INCORPORATED

Aspects of Value



When you consider such aspects of value as safety, reliability, durability, pleasure, and resale, you'll agree that Penn Yan Aero delivers a valuable engine. Penn Yan Aero remanufactured Lycoming and Continental engines fully comply with all current FAA Air Worthiness Directives, Manufacturer Service Bulletins, and Service Instructions; they are dynamically balanced, completely checked, tested, and checked again.

The result is a reliable, smooth running, long lasting engine that easily goes the distance. Penn Yan Aero Remanufactured Engines are built to OEM new, zero-time fits and tolerances, and include Penn Yan Aero's renowned 100% parts and labor, 2 year, 500 hour, prorated to TBO warranty, supported worldwide and fully transferable.

When you're at time, consider a Penn Yan Aero Remanufactured Lycoming or Continental engine. Call **800-727-7230** or go to **PennYanAero.com** to learn more about options, costs, and current turnaround times.

The Power of Experience



Authorized Lycoming & Continental Distributor / Superior Millennium Engine Facility
60 years of remanufacturing, improving, repairing, and providing aircraft engines. That's *The Power of Experience*.
Copyright © 2005 Penn Yan Aero Service, Inc. All rights reserved. FAA Repair Station Number Y2GR396Y

PA-11, which was virtually identical to the PA-18-95," Richmond said.

Its most distinctive feature is its contoured composite-construction engine cowl that features a lightning bolt in a metal emblem over the air filter at the front to match the lightning bolt on the side. The cowl was the brainchild of Richmond and Cub Crafters engineers. "We were trying to get away from the boxy look," Richmond explained.

The Sport Cub comes standard with one 12-gallon wing-mounted fuel tank with an option for a second tank, vortex generators, a radio, toe brakes, a wood propeller, an electrical system with starter, and a steerable tailwheel. Options include flaps for \$4,900 and a \$9,900 deluxe VFR panel with analog flight instruments and a Garmin GPSMap 396 GPS plus a Garmin 327 transponder and Garmin SL40 radio. There is also a \$17,900 glass-cockpit avionics package that includes the new Dynon FlightDek-D180 with engine monitoring and flight instruments, a Garmin GPSMap 396 with XM WX weather and moving map, a Garmin SL40 radio and Garmin GTX 327 transponder with Mode C, and an intercom. Light-sport rules limit maximum gross weight to 1,320 pounds.

The Top Cub, the company's Part 23 certified model, has a 2,300-pound maximum gross weight and a 180-horsepower engine. With a 1,100-pound useful load, I could carry myself, full fuel, and 575 pounds of cargo. Of that, 205 pounds can go behind the rear seat and the rest must go in the second seat location. The second seat is removable. The Top Cub comes standard with a shock-mounted instrument panel, an electrical system and starter, Oregon Aero 26G safety seats, vortex generators, and a 54-gallon fuel capacity. There are very few options after that: A few of them include a choice of

i Links to additional information about Cubs may be found on AOPA Online (www.aopa.org/pilot/links.shtml).

propellers, tires, leather interior, and three radio packages ranging from \$10,000 to one costing \$20,000 that includes a CD player. It does not

have a glass-cockpit option as the Sport Cub does, and generally goes out the door at \$164,000. **AOPA**

E-mail the author at alton.marsh@aopa.org.