

1953 Super Cub Serial #18-2318

I've owned this 1953 Super Cub, serial # 18-2318, since early 2022 and it's been a solid performing plane for the 300+ hours I've flown it.

It has 7278 TTSN, and 1647 hours since an airframe overhaul and Stits recover by Jim Richmond. For the engine, it has an O-320 B2B with 632 hours since factory new with Lycon port and polish producing 160 horsepower. It's on a Thrustline engine mount with 1 Surefly electronic ignition and 1 magneto inspected 105 hours ago and a rear mounted oil cooler. I can provide the oil analysis showing great results that I've done at every oil change since I've owned it. The prop is a 8243 Borer with 577 hours since new.

The rudder AD was complied with in 2024 with a new rudder from Airframes Alaska. A total of 54 gallons of fuel can be carried in the two 18 gallon wing tanks and the Airglass Fuel/Cargo Pod which provides an additional 18 gallons of fuel. It has the Atlee Dodge extended baggage, Steve's brake boosters, VG's and inertia reels for the front and back shoulder harness. I mounted new 31" Alaskan Bushwheels with Heavy Tread in 2025 and it has a Baby Bushwheel, and Safety Cables on standard gear legs. I had Univair mount all new 1280HD shock cord rings in 2023. I've only landed the airplane on grass since I mounted the new Bushwheels so they are in great condition.

The transponder and ADSB Out is provided by the combination of a uAvionix AV-30 and a tailBeaconX which is hidden inside the tail fuselage installed at station 105 using a bracket on the back side of the extended baggage. The last transponder check was April, 2026. The AK technologies Model E-04, 406 ELT was installed in 2025.

The BEW is 1222.8 lbs. The last Annual inspection was completed in January, 2026. It's been based at Geauga County airport (7G8) in Middlefield, OH and kept in a hangar since I've owned it. Asking \$134,000. The only reason I'm selling it is because I'm buying a used Carbon Cub.

STCs

SA00522SE - Cub Crafters Lycoming O-320 B2B install
SA136AL - O-320 install
SA04378CH - Surefly electronic ignition
SA388EA - Gross Weight increase (1750 lbs.)
SA02211AK - Thrustline engine mount
SA02023AK - F. Atlee Dodge part #3241 muffler
SA00562SE - McCauley GM8243 Borer prop
SA00718SE - Cub Crafters rear mounted oil cooler, hoses and baffles
SE00825WI - B & C Specialty Products spin on oil filter adapter
SA522SW - Removed EGT gauge and installed CHT gauge
SE1931CE - Automotive gasoline (100LL used exclusively since April, 2022)
SE1961CE - Automotive gasoline and placards
SA02040AK - F. Atlee Dodge vented fuel cap assembly part #3267
SA01516SE - Steves Brake Boosters
SA01015SE - Alaska Bushwheel 31" Heavy Tread installed new in September 2025
SA01233SE - Alaska Bushwheel tail wheel and fork
SA02049AK - Airglass Cargo pod / Belly tank
SA00275SE - Cub Crafters Wing VGs and tail strake
SA590AL - F. Atlee Dodge extended baggage
SA681AL - Removable crossbar
SA04568CH - uAvionix AV-30 (also installed uAvionix AV-link)
SA00410BO - tailBeaconX (installed inside tail fuselage at station 105 to bracket on aft baggage)

Other highlights from the logs:

Sep, 1989 - Airframe overhauled by Jim Richmond; aircraft dismantled, fabric stripped, sandblasted, primed, painted, oiled, linseed oil to lower longerons, entire aircraft recovered with Stits process, new glass, windshield, headliner and seat covers

Right wing repair to 4 outboard ribs, recovered with Stits

Recover right aileron, left & right elevators, horizontal stabilizer and rudder with Stits

Y type inertia reel shoulder harness

Under rear seat battery install

40 Amp Prestolite alternator

Dakota Cubs adjustable brake rod kit installed

Fuselage lower longerons repaired 2024 due to corrosion at the aft sea plane fitting

Seaplane fittings

Blackstone oil analysis since 2022 or approximately the last 300 hours















