Piper PA-18 Super Cub “For Sale” Information

Make & Model: Piper PA-18-95; Serial Number 44; Manufactured January 1950. Now certified as a Light Sport airplane under the Modernization of Special Airworthiness Certification (MOSAIC) rule.

An early model Super Cub with only the most essential upgrades. Great for teaching basic stick and rudder fundamentals as well as mastering a conventional landing gear. Low operating costs (4.3 gallons per hour) allow flights when you want to just get some air under your wings.

Registration Number: N5453H. Aircraft Total Time: 4440. All Log Books since new. Last Annual Inspection 12/2025. With a guarantee to buy and a non-refundable down payment, I will pay for another annual inspection out of my pocket. One family owned since May 1964.

Complete disassembly and rebuild – 2/1999. Fuselage belly opened up for integrity inspection; tail feathers replaced / recovered – 8/2010.

Power Plant

- Continental C-90-12F
- Carburetor – Marvel Schebler MA 3
- Starter – Sky Tec
- Magnetos – Slick
- Oil Filter Adapter – F&M STC
- Reiff Preheat System SS4-RND w/Oil Sump Heater
- Propeller – McCauley 1B90/CM7351

Hours Since Motor Overhaul: 495

Repair by The New Firewall Forward of Loveland CO – 7/2024. Hours since repair: 111.30
My mechanic says this “repair” is equivalent to an overhaul for the engine itself.

Engine Total Time – 3940

Tires & Brakes

- Goodyear 8.00X4 tires
- Goodrich / Hayes brakes with Scott master cylinders and parking brakes

Electrical

- Battery – Concorde RG-25XC, new 2/2025
- Radio – ICOM IC-A200
- Transponder – Narco AT50A TSO
- Intercom – Sigtronics SPA-400N
- ADSB – uAvionix Sky Beacon
- ELT – ACR Artex 345, new battery 12/2025
- Push-to-Talk switches both seats
- 12V Cigarette lighter socket front seat

Cockpit Panel
VFR with Westberg Quad EGT gauge (w/Field Approval)

Of special note: Sealed Struts, 90hp and NO FLAPS!

- Super Cubs went into production - replacing the PA-11 on the production line in November of 1949. Super Cubs were certified and produced by Piper Aircraft with five different engines (plus several dash number variants of those engines).

- **PA-18-95s** were powered with a Continental C-90 engine. Like the PA-11 from which it was derived, it had no flaps, had a straight elevator (no counterbalancing horns) and one 18 gallon fuel tank in the left wing. Another 18 gallon tank for the right wing was optional. The initial price in 1949 was $5,850. Surprisingly, even though more powerful models were being manufactured, the PA-18-95 continued in production until 1961.

This Super Cub, serial number 18-44 has a Rollout Date of January 25, 1950 with a total empty weight of 774 lbs. My father purchased this Super Cub for $2,500 in May of 1964 to teach my sister and me how to fly. It's been in the family ever since. Previous ownerships are on a CD I purchased from the FAA years ago and will be passed on to the new buyer.

(Original) **-95 Super Cub performance and specifications**

Horsepower: 90
Top Speed: 97 kts
Cruise Speed: 87 kts
Stall Speed (dirty): 37 kts

Gross Weight: 1500 lbs
Empty Weight: 800 lbs
Fuel Capacity: 18.00 gal
Range: 230 nm

Takeoff
Ground Roll: 452 ft
Over 50 ft obstacle: 1150 ft

Landing
Ground Roll 385 ft
Over 50 ft obstacle: 800 ft

Rate Of Climb: 710 fpm
Ceiling: 15750 ft