

Carbon Cub™ KIT

OVERVIEW



The Carbon Cub is the modern day Super Cub. It is manufactured using precision CNC machining equipment and lightweight composite materials. Combine this with its stronger, simpler design and you have an airplane that will takeoff shorter, fly faster, and land shorter than the venerable Super Cub ever did. It is nearly 200 lbs lighter than an equivalent Super Cub due to its modern aluminum wing structure and its completely redesigned fuselage. This results in awesome take-off and landing performance and higher payloads. The cleaner cowl and 4" wider fuselage have been streamlined giving the pilot the jaw-dropping results of 140 MPH or more in cruise; while at the same time creating a spacious cockpit and a larger, wider door for easy entry and exit. The Cub pilots' ultimate desires!

The Carbon Cub is assembled as an Experimental Amateur-Built aircraft by the builder. Engines, mounts, and cowlings are available to support engine installations ranging from the 100 Hp Continental to a fire breathing IO-360 Lycoming for the adrenalin challenged. The Carbon Cub flown at the Valdez STOL contest in 2007 took off there in NINETEEN FEET and took home the first place prize...

You decide what you want... A nimble, delightful, fuel efficient aircraft or a "Monster Cub" with a power to weight ratio nearly that of a helicopter! The choice is yours!

THE NEWEST, MOST COMPLETE, AND BEST ENGINEERED CUB KIT ON THE MARKET.



The kit is complete down to the nuts, bolts, and washers needed to assemble it. The use of composites and modern manufacturing techniques have allowed us to reduce the number of parts in a Carbon Cub kit to half those of a Super Cub, so the build time is also cut in half. A first time builder should be able to have the entire airframe (wings, tail, and fuselage) ready to cover in about 120 hours. Yes, that is three weeks of your time!

READY TO COVER IN 120 HOURS!

With a Lycoming 160 Hp engine installed the Carbon Cub can weigh as little as 925 lbs. This results in landing speeds of 29-31 MPH depending on technique. With an 1865 lb gross weight, this results in a useful load of 940 lbs, or full fuel, full baggage, and two 225 lb pilots with some room to spare!

With the Continental 100 Hp installed, the empty weight will be as little as 845 lbs. With an LSA "eligible" gross weight of 1320, this leaves an 475 lb useful load. With this engine installed the airplane will be airborne in as little as 185 feet and burn 4 to 5 gallons per hour at normal power settings. For personal transportation it is hard to beat performance like this! You won't drive a diesel pick-up for any less.





We offer only our “fast build” kit. You should be able to be ready to cover the plane is as little as 120 hours from the time you begin. Covering will take from 150-300 hours depending on your skill level and experience, and then all you will need to do is assemble the parts.

The builder is legal to fly the CARBON CUB KIT as a “light sport” pilot as long as the kit is certified at a maximum weight of 1320 Lbs. Our kit was tested to ASTM standards at a gross weight of 1865 Lbs. If you decide to set the gross weight at 1865 lbs, you will not be allowed to fly as a “Light Sport” pilot; and you will need a medical and a private pilots license.

A gross weight limit of 1320 Lbs on wheels or 1430 Lbs on floats applies to all LSA aircraft. *Our kit has not yet been evaluated by FAA to determine compliance with the 51% rule.*



The Carbon Cub Kit is divided into three sub-kits. Each sub kit comes with everything needed to finish the job - from nuts and bolts to double-sided adhesives & methamethacrylate bonding agent - you won't have to go shopping for any extra parts unless you choose to. Complete, step-by-step instructions with illustrations and photos are included with each kit. The complete airframe should be ready to cover in only a few weeks.

FUSELAGE KIT

The fuselage kit includes a powder coated fuselage that is ready to attach parts to. The floorboards are gel-coated composite parts that need no painting... they are ready to fit and install. You will install the rudder pedals, torque tube, master cylinders and parking brakes on the floorboards, and then install the complete floorboard assembly to the fuselage with 20 screws. The stringers are attached with extremely strong Methamethacrylate adhesive. They are installed in a couple of hours. When the fuel system and control cables are installed the fuselage will be ready to go to the cover shop...

Fuselage Kit \$21,660

WING KIT

The wing kit includes everything needed to assemble the wings, flaps, ailerons, and fuel tanks. Every nut and washer, screw and component part is in the kit. The only things you will need to provide are the fabric, covering supplies, and the paint. The ribs are a three piece design that enable the builder to assemble the center sections with the spars prior to attaching the nose ribs or trailing edge ribs. This allows the basic structure to support itself as the builder attaches the various parts. The process is fast and easy. Leading edges are pre-bent, and attach to the ribs with pull rivets. There are half as many parts in our wing as in a Piper design, and the build time is less than half because of the simplicity of the design.

Wing Kit \$21,660

FINISHING KIT

The finishing kit includes everything that doesn't come in the first two kits, less the fabric, covering materials, paint, the instruments, avionics, and the FWF. It includes: the engine cowl, engine mount, air induction, windows, control cables, gel coated interior panels, seats with standard upholstery, standard shoulder harnesses and seat belts, boot cowl components, firewall, flap handle and flap attaching components, instrument panel, landing gear system, tailwheel and tail spring, 6:00 x 6 tires and tubes, fuel gages, and wing struts.

Finishing Kit \$21,660

WHAT IS NOT INCLUDED? With these three kits, you will have everything needed except FWF (the prop, engine, airbox, baffles, exhaust, etc.), and what is in the instrument panel. We offer these components at a competitive cost as options. The covering materials and paint are not included in our kits. Tools are not included.

You will save hundreds of hours of "shopping" time and the frustration of ordering small components that don't fit, or don't work once you get them and try them. Our complete kits are engineered to go together quickly and if you use our recommended engine/prop components, you will get the results and the performance you see in our demo aircraft. Everything included in our kits has been tried and tested, fully compliant with the ASTM F2245-07 for building and certifying light aircraft.

The fuselage, landing gear, wing struts and all structural components have been tested to a design load of 4 Gs positive, and 2 Gs negative. In addition, we have taken these items to 6 Gs for the required 3 seconds to assure a 50% "ultimate strength". Rest assured that we have fully tested both the structural integrity and the flight characteristics of the Carbon Cub so you don't have to be a test pilot to know how the airplane will perform.

All prices, terms, included/optional equipment, and performance numbers are subject to change.

Carbon Cub™
KIT

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