

Supplemental Type Certificate

Number SA00281NY

This certificate, issued to:

**Cub Crafters, Inc.
1918 South 16th Avenue
Yakima, WA 98903-1212**

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 3 of the **Civil Aviation Regulations.**

Original Product—Type Certificate Number: 1A2
Make: Piper
Model: PA-18, PA-18S, PA-18 "105" Special, PA-18S "105" Special, PA-18A, PA-18 "125" (Army L-21A), PA-18S "125," PA-18AS "125," PA-18 "135" (Army L-21B), PA-18A "135," PA-18S "135," PA-18AS "135," PA-18 "150," PA-18A "150," PA-18S "150," PA-18AS "150," PA-19 (Army L-18C), PA-19S

Description of the Type Design Change: Installation of Goodyear Tundra 26 x 10.5 x 6 (6 ply), or 8:50 x 6 Tires and Tubes in accordance with Cub Crafters, Inc. Master Drawing List, MDL104200, Revision C, dated January 21, 2002, or later Federal Aviation Administration (FAA) approved revision.

Limitations and Conditions: Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate must be maintained as part of the permanent records for the modified aircraft.

Although installation of the larger 'Tundra' tires has an adverse effect on performance and handling qualities of the airplane, the FAA has determined these effects were not significant with regard to safety. Pilots should expect a more limited field of view during taxi, a reduced rate of climb, and a deterioration of lateral and directional stability. Tundra tires reduce the airplane's directional stability and controllability during takeoff and landing ground rolls, increase its tendency to ground loop during takeoff and landing rolls, and increase its tendency to nose over during landings on paved surfaces more than during landings on gravel, grass, or other surfaces that allow the tires to skid more easily.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: November 16, 1994

Date reissued: August 28, 1995; January 26, 2012

Date of issuance: February 10, 1995

Date amended: October 11, 2000; March 20, 2002

By direction of the Administrator



(Signature)

Acting Manager, Seattle Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.