

N984



**\$275,000 OBO**  
**\$245,000 PRICE REDUCED!**

**Alaska Aircraft Sales**

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	Specifications	Avionics
<b>Year</b>	1963 (2015 Rebuild)	Garmin SL-50
<b>Airframe Make/Model</b>	Piper PA-18 "King Cub"	Garmin GPSMAP w/docking station
<b>S/N</b>	18-7962	Elec Int'l MVP-50 engine monitor
<b>Annual</b>	May 2024	PS Eng PM-3000 Intercom
<b>Airframe Hours</b>	521 Hrs.	406MHz ELT
<b>Engine Make/Model</b>	Lycoming IO-390-A1B6 (210hp)	Northern Airframes 4" wider fuselage
<b>Engine TSNEW</b>	521 Hrs.	Upper/lower baggage doors
<b>Propeller Make/Model</b>	MT-Propeller MTV-15-B-C-R	Inverted dogleg, X-brace, float fittings
<b>Propeller TSOH</b>	0.0 Hrs.	Aerocet model 2200 straight floats
<b>Empty Wt.</b>	1,523 lbs.(floats) 1,354 lbs. (35")	ABI 35" Bushwheels, 3" ext. HD gear
<b>Gross Wt.</b>	2,000 lbs.	ABI "Baby Bushwheel" TW & fork
<b>Useful Ld.</b>	477 lbs.(floats) 646 lbs. (35")	H.O. Aircraft Lyc IO-390 "King Cub"
<b>Equipment</b>	Wipaie 2,000-lb gross weight	H.O. Aircraft Reversible MT-propeller
Dakota slotted leading edge	Dakota 24-gallon fuel tanks	FAD safety cables, long step, lift tabs
Dakota extended wings	Burl's Alpha Omega suspension	FAD underseat battery, fold front seat
LED anticollision/LDG lights	North River brake boosters	FAD oversized rudder/elevator

This aircraft was completely rebuilt in 2015 by Joe Stanger, modifying it to a 210hp "King Cub". The owner had it custom designed to support his very successful business as an air taxi and outfitter for moose hunts. This aircraft will get you and your moose in and out of the smallest swamps with using a wide body fuse, enlarged baggage doors, Aerocet floats, slotted leading edge, 210 horsepower injected Lycoming and reversing propeller!

**OWNER'S WIFE SAYS SELL!!!**

**\*\* SPECIFICATIONS SUBJECT TO VERIFICATION UPON INSPECTION \*\***