Legend Aircraft Magazine

for pilots of Authentic American Classics

Inside:
Super Legend Arrives

Circulate to Aviators

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Volume 2, Issue 02 2013 ~ FREE
Greetings from American Legend Aircraft Company. Each of you has become, or will soon be, part of the family at Legend. Together, we enjoy flying these great aircraft and wish to share what’s new and exciting. I hope you enjoy reading the 2nd edition of Legend Aircraft Magazine.

If you are new to the Legend Cub, a big Texas welcome to you! If you are familiar with the Legend Cub, you probably know part of our story. Since our first aircraft was delivered in 2005, the Legend family has grown considerably, at a pace which has exceeded all others in the light-sport aircraft industry. We enjoy sharing all of the tales of our pilots, owners and fans—from commercial and military pilots, to the large numbers of new pilots we’ve introduced to the joys of private aircraft ownership. Many have confirmed they count the Legend Cub among their favorite aircraft to fly whether for recreation, training, in a flying club, as a rental aircraft or simply hopping a ride from a Legend Cub owner who likes to share his flying experiences.

Many new, and prospective, Legend Cub owners have made the trek to Sulphur Springs to take delivery of their aircraft. We like to say each and every one has become our personal friend, part of the Legend family. The journey we have experienced in creating the Legend Cub is contained within these pages. It’s a story told by our customers, and pilots like you. For me, it’s a very personal journey. I have spent more than 25 years working on aircraft. My first restoration was on a Cub in 1987. Since that time I have enjoyed every aspect of building factory new Legend Cubs, as well as rebuilding classic Cubs. Equally exciting for me is meeting all the Cub pilots who share a passion with me for these amazing airplanes.

With this welcome, I invite you to visit our factory in Sulphur Springs, TX. It’s just 90 miles east of Dallas/Fort Worth Airport. It’s even easier to fly into our home base airport—KSLR. The facilities are modern, and recent updates to the 5,000-foot paved runway make it very accessible for aircraft of any size. Additionally, I invite you to join us on facebook.com/LegendAircraft. Most of all I invite you to experience the joy of flying the Legend Cub. In the meantime, enjoy Legend Aircraft Magazine.

Darin Hart
President & Co-Founder
American Legend Aircraft Company

The Legend Cub is the definitive favorite among light-sport aircraft. Manufactured in America, it is the only production Cub with a wider cockpit, two doors, the ability to solo from either seat, and a choice of Continental and Lycoming engines. The Legend Cub is a modern incarnation of the venerable Piper Cub, and today serves as a celebration of what made flying popular. The Legend Cub incorporates the best features of the Piper design with the addition of features most desired by today’s pilots, including comfort and safety enhanced by advanced avionics.

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Find us on www.facebook.com/LegendAircraft
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American Legend Aircraft Company made its first successful flight of the all-new Super Legend airplane in January 2012. The Super Legend is a Lycoming-powered version of the Legend Cub with many additional features. Its appeal is to recreational flyers seeking higher performance from the wildly popular Cub airframe.

This exciting aircraft is a re-created classic, combining the best of J-3, PA-11, PA-18 Piper models which made the airframe so widely known. In a Super Legend, you’ll immediately notice the wider cockpit and perhaps its carbon fiber components. You’ll appreciate features such as an electrical system with starter, radios and electronic flight displays. These updates include fuel in the wings and the ability to solo from the front or rear seat, many of which did not appear until later Piper models. Noteworthy is that Piper has not produced this lineage since 1994.

When the Super Legend was first announced, it was positioned as a bold addition to the Legend Cub family. A new flapped wing, a 115-horsepower Lycoming O-233 multi-fuel engine, and Super Cub tail feathers would create the ultimate two-seat S-LSA recreational airplane.

The incorporation of 1/3-span flaps and aerodynamic elevators (the outer leading edge extends forward of the hinge line) improve pitch feel and make the Super Legend impressively comfortable at low air speeds. The ultimate recreational airplane is powered by the Lycoming O-233, a lightened version of O-235 used in the Cessna 152. Essentially a modern Super Cub, there are no magnetos. Instead an electronic ignition is powered by ship’s electrical system—battery, alternator and regulator. Center line thrust optimizes performance with a design-improved engine mount.

Super Legend: A Lycoming-powered version of the Legend Cub.

Slow flight is exceptional with the Super Legend. Aviator Paul Bertorelli stated, “Stalls take some doing because the airplane is so docile.” Traditional rag and tube construction on the Super Legend has been significantly modernized using CNC cut tubing and TIG welding. The wider cabin is for both comfort and improved safety. Ailerons, tail feathers, rudder and landing gear are interchangeable with classic Pipers. One of the most significant comparisons is the Super Legend performance improvement. With its lighter, stronger airframe and the O-233 Lycoming you achieve the same power-to-weight ratio as a 150-horsepower Super Cub.

Slow flight is exceptional with the Super Cub. Aviator Paul Bertorelli stated, “Stalls take some doing because the airplane is so docile.” The aircraft
flies below 30 mph, indicated, before feeling the slightest buffet. In fact, the tail stalls first according to Legend.” Bertorelli continued, “Throughout [slow flight] maneuvering, pitch forces remain relatively consistent with no need for big trim excursions.”

Super Legend pay-off is during approach and landings where speed is kept naturally to 50 mph IAS. Bertorelli added, “Touchdowns happen at a much-reduced energy state,” lowering the likelihood of serious bounces. The elevated and adjustable front seat makes it easy to see over the nose in a three-point attitude.

First flight of the Super Legend was carried out by company president, Darin Hart, and took place at Sulphur Springs Municipal Airport (KSLR). The airplane performed as expected which is to say “superbly!”

The factory has worked extremely hard to maintain a well-deserved solid position in a crowded sport aircraft market. The efforts of the Legend team are boldly reflected in the new Super Legend.

**Superb Endurance**

With 30 gallons of usable fuel mated to the efficient Lycoming O-233 engine, the Super Legend churns out five hours of endurance plus a healthy reserve.

**Stalls take some doing because the airplane is so docile.”**
Additionally, the Lycoming O-233 engine can use automotive gasoline, giving pilots fuel options in a time of unpredictable availability.

The case for a Super Legend is very compelling. Legend has taken a well-proven design and updated it for the 21st century. With a new engine, instrumentation, modern carbon fiber materials, and 21st century ergonomics, the Super Legend addresses everything which needed to be improved on the beloved Piper. A true two-seat S-LSA, the Lycoming powered Super Legend provides 115 hp maximum continuous power—available in all phases of flight.

**There are no power setting limitations.**

With a 2,400 hour TBO, backed by Lycoming’s global reach, no part of the world is off limits to the Super Legend. Getting all your stuff there is much easier with a folding rear seat and a newly added external baggage door. An Alaska edition with extended baggage area and baggage tubes for carrying fishing poles and other long hunting gear makes this possible. Equipped with a Night VFR avionics

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**SPECS**

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*S-LSA MTOW 1,320 lbs, Amateur-built MTOW 1,750 lbs

Super Legend photos courtesy of Jim Wilson Photography.
Super Legend pay-off is during approach and landings where speed is kept naturally to 50 mph IAS

"With 30 gallons of usable fuel mated to the efficient Lycoming O-233 engine, the Super Legend churns out five hours of endurance plus a healthy reserve."

suite from Dynon, Garmin or other EFIS manufacturers, makes getting out to and back to your secret destination easier and safer.

The Super Legend is the ultimate two-seat S-LSA back-country airplane.

A clamshell door/window combination on both sides of the fuselage—a feature unique to the family of Legend Cubs—is like having an open cockpit aircraft you can seal up if the weather gets cold. It’s the best of both worlds. These doors are especially useful for Legend Cubs equipped with floats. A choice of egress allows you to dock on either side, avoiding the delicate dance across pontoons.

The Super Legend is the ideal aircraft for adventure pilots looking for realistic, extra performance without limitations. It sports an airy feel from the cabin with a L-4/L-21 military-style greenhouse offering unrivaled visibility from both seats. The Super Legend was designed as a ready-to-fly S-LSA and is also available as an amateur-built kit.
Ever since the time my birthdays could be counted in single digits I have loved Piper Cubs.

By David Epp, McAlpin, FL

My little buddy next door had an uncle that was an Army Air Corps fighter pilot in WWII, and so did I. We were always paying attention to the planes that flew over—most of them were yellow Cubs. Tim’s Uncle Harry had a yellow Piper J-3, and on Sunday afternoons he would give us all a good buzz job. It’s
easy to understand why I would grow up wanting to someday fly one of those iconic yellow J-3s.

Fast forward to 1976, twenty plus years later, and I’m now a pilot. Yet, it takes another twenty years before I buy my own J-3. After a year of flying NC32809 it was time to make the trip to the 12th annual Sentimental Journey Fly-In at Lock Haven, PA, at the William T. Piper Memorial Airport. It is a beautiful yet windy day in June 1997 when on a right downwind for runway 27 Left, which is the grass runway there, it occurs to me that I am the first pilot to bring this 1940 former CPTP (Civilian Pilot Training Program) veteran Piper J-3 Cub back to it’s place of birth. I am honored to do that. The very building that birthed this Cub is in fact still there to this day. In the hours that I had flown this plane, the thoughts of being able to purchase a new one were always on my mind.

**Fast forward again to 2005.**

I find myself walking among the parked planes at the Sun ’n Fun Fly-In at Lakeland-Linder Regional Airport in Lakeland, FL. My eyes spot a very nice looking yellow Cub up ahead and I am heading for it like a laser-guided weapon. Someone has done an incredible job restoring this Cub: a completely modern instrument panel, what looks like an 0-200 Continental engine, and they have even given it it’s own logo and name—Legend Cub. I thought to myself well why not, these Cubs are legends, and iconic.

Later, as I approached the area where the factory-built new planes were displayed I saw another pretty Cub and it was in front of an old-timey looking, mocked-up facade of a 1930s to 1940s hangar. This one was also called a Legend Cub. Then I saw the men that were probably representing this plane, all dressed alike in that same period of flying clothing, even wearing Jodhpur boots. I thought to myself maybe my wish to be able to buy a brand new J-3 is possible. It was great to meet these Legend Cub men and find out that indeed they felt the same way about the need for new Cubs, and had actually done something about it. They had formed a company calling it American Legend Aircraft in Sulphur Springs, TX. These men owned Cubs, loved and flew Cubs, and had the business and financial experience to make the rebirth of factory new Cubs actually happen. I was a serious potential customer and I told them so. I asked them to call me as soon as they received certification from the FAA.
Mailing the check: a commitment is made.

They gave me that call in early 2006 and I mailed a check, joining the list of waiting customers. In August, I arrived at the factory to meet and fly my new Legend Cub. I had wondered if the Legend Cub would be as good, and as much fun to fly as my original 1940 Piper J-3.

From the time of starting the engine, taxiing and take off it was obvious that not only was it as good, but also better... much better.

On Friday morning I flew N35451 back to Florida, bringing my new Legend Cub back to FL10, Little River Airport, a residential airport community in north central Florida. N35451 now has over 600 hours and I have enjoyed every single minute. Last year we flew it up to the 26th annual Sentimental Journey Fly-In, again at Lock Haven, PA. Again on a right downwind to 27 Left, I thought about the fun of bringing this new Legend Cub back to the site of the Piper Airplane Company factory. Although this Cub was not physically born there, it was for sure conceived there. I was indeed a fortunate pilot to fly it there and park it for a few days with a field full of yellow Cubs, and all the wonderful people who feel the same way about these yellow planes.

David R. Epp
Owner of Legend Cub #54
Legend Cubs line up for delivery from the factory in Sulphur Springs, TX. More than two hundred Legend Cubs, both ready-to-fly and kit models, have been produced here. The same factory performs outstanding restorations on Cubs and other classic aircraft.

It was obvious that everyone at American Legend was enjoying building and finishing these planes. I wound up staying a few days, visiting and meeting the builders at each of the workstations along the assembly line. Visiting workstations was not a problem at this happy airplane factory. In fact, management encouraged it.
For over 20 years, Sporty’s has awarded a brand new airplane to one lucky customer just for placing an order. This year, they’re giving away a brand new Legend Cub.
Created in the style of the enduring Piper Cub, it speaks to the heart and soul of general aviation. The Cub’s straightforward and honest design was proven as a robust battle aircraft serving WWII in a liaison role, as well as a forgiving trainer.

The Legend Cub combines the basic design of the original Cub with present day technology resulting in an aircraft described as both modern and nostalgic. The Legend Cub, today’s most popular American manufactured light-sport aircraft, is a modern legend possessing the right blend of flyboy fun. It is believed to be unequivocally the most gratifying recreational aircraft in the skies today.
Specifications:

- LSA Certified
- Max Useful Load 500 lbs
- Two (2) Person, Tandem Seating
- Top Speed 108 mph IAS
- Fuel Burn 5.6 gph
- Continental O-200-D Engine, 100 hp

Why the Legend Cub?

2012 was the year of the Cub, celebrated on the 75th anniversary of the Piper J-3 Cub. This aircraft was first built in 1937, it first flew in 1938, and nearly 20,000 were built between 1938 and 1947. Many J-3 Cubs remain in service today and are revered as the iconic American general aviation aircraft.

American Legend Aircraft Company is committed to building the finest aircraft from the highest quality materials and best available craftsmanship. The Legend Cub defines the legendary American aircraft. Using the classic lines of the enduring Piper Cub, the Legend Cub represents its modern offspring. While the original simply had no equal, this is true today of the Legend Cub.

Every order at Sporty’s Pilot Shop is an entry to win. The Legend Cub Sweepstakes winner will be announced at the 2013 Sporty’s Fly-In, Saturday, May 18, at Clermont County Airport, ID# I69 (just east of Cincinnati, Ohio).

“The Legend Cub combines the best of both worlds,” says Sporty’s President and CEO Michael Wolf. “The airplane has the classic design of the original Cub, along with new technological enhancements to create an airplane that’s both modern and nostalgic.” Wolf continued, “Sporty’s is all about having fun in the air, and there’s no better plane for that than a Cub. This promises to be one of our most popular airplanes.”
Sporty's trends for 2012: Everything old is new again.

We’re hearing more and more talk about pilots flying just for the pure pleasure of it. Affordable used airplanes and LSAs make it possible to fly for no particular reason other than FUN. And maybe it’s just us, since our Sweepstakes airplane this year is the Legend Cub, but taildraggers seem to be more in vogue than ever.
For over 20 years, Sporty’s has awarded a brand new airplane to one lucky customer just for placing an order. This year, we’re giving away a brand new Legend Cub. No other plane speaks to the heart and soul of General Aviation like the enduring Piper Cub. Originally produced from 1937 to 1947, the Cub’s simple and honest design has proven robust enough to be used in battle as a reconnaissance plane, yet still be a forgiving trainer. The Legend Cub combines the basic design of the original Cub with modern technology to create an aircraft that can be described as both modern and nostalgic.

The Legend Cub, today’s most popular American-manufactured light-sport aircraft, is a modern legend possessing the right blend of flyboy fun. We believe it to be unequivocally the most gratifying recreational aircraft in the skies today.

**POWERED BY A RELIABLE CONTINENTAL O-200 ENGINE:**
- Delivers 100 horsepower for excellent performance
- Burns just 5.6 gph at 65% power
- Reliable Continental design is easy to maintain

**EQUIPPED WITH A MODERN GARMIN PANEL:**
- Garmin aera 796 GPS with Panel Dock
- SL40 Communication Radio
- GTX330 Mode S Transponder

**MORE PREMIUM FEATURES:**
- LED position lights and strobe
- Classic Cub paint scheme
- Ultra leather interior
- Chrome valve covers

**EVERY ORDER ENTERS YOU TO WIN!**

For over 20 years, Sporty’s has awarded a brand new airplane to one lucky customer just for placing an order. This year, we’re giving away a brand new Legend Cub. No other plane speaks to the heart and soul of General Aviation like the enduring Piper Cub. Originally produced from 1937 to 1947, the Cub’s simple and honest design has proven robust enough to be used in battle as a reconnaissance plane, yet still be a forgiving trainer. The Legend Cub combines the basic design of the original Cub with modern technology to create an aircraft that can be described as both modern and nostalgic.

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**SPORTY’S LEGEND CUB SWEEPSTAKES—OFFICIAL SWEEPSTAKES RULES**

NO PURCHASE IS NECESSARY TO ENTER OR WIN. PURCHASE WILL NOT IMPROVE CHANCE OF WINNING. Sporty’s Legend Cub Sweepstakes is open to all individuals; however, to be eligible to win a prize an individual, or the individual’s spouse, son, daughter, mother, or father, must be certificated or licensed as a Student, Sport, Recreational, Private, Commercial, or Airline Transport Pilot on May 18, 2013. A medical certificate is not necessary. To enter Sporty’s Legend Cub Sweepstakes, simply place an order with, or request a catalog from, Sporty’s Pilot Shop between 5:00 p.m. EDT May 11, 2012 and 5:00 p.m. EDT May 10, 2013. Subject to all state and Federal laws. Void where prohibited by law and in certain states where sweepstakes registration is required. These official sweepstakes rules are subject to interpretation by the Sponsor. For additional eligibility restrictions, prize descriptions and other important terms and conditions, see complete Official Rules at sportys.com/sweepstakes.

THIS SWEEPSTAKES IS SPONSORED BY SPORTSMAN’S MARKET, INC., CLERMONT COUNTY/SPORTY’S AIRPORT, 2001 SPORTYS DRIVE, BATAVIA, OHIO 45103-9747.
In the cool morning air, a yellow Cub slips down final approach to a grass strip. The student executes a beautiful three-point landing, the only disturbance to the morning’s peace provided by the tires rolling across the dewy grass. The instructor gives the student a back pat of approval, and they depart for another round in the pattern.

This sounds like an idyllic scene from the 1930s or 1940s, but fortunately for our students it also regularly plays out at our modern flight school in 2013. For our flight school, the tailwheel isn’t just a novelty or a throwback to a simpler time—it remains a relevant teaching tool.

In this, the age of the glass cockpit, we hear folks from all sectors of aviation lamenting the (continuing) death of stick-and-rudder flying skills. And, we find flight training becoming more sterile and less fun. Can we teach our students to be better pilots and at the same time give them the enjoyable experience that they so deserve?

Back to the Future... Fixing Flight Instruction with a Legend Cub.

Story & Photography by Aaron Dabney, Chief Instructor, Waco Flying Service fly254.com
We can, and that little yellow Cub is the perfect tool.

I learned to fly in a 1946 J-3 off a grass strip, and have always believed it to be the perfect tailwheel trainer (if not the perfect trainer). But the J-3s are all north of 65 years old and we were worried about one standing up to the rigors of everyday use by primary students, not to mention the liability of teaching the art of hand-propping to the X-Box generation.

**Enter the Legend Cub.**

First of all, it flies like a Cub, combining the handling manners of the J-3, PA-11, and early Super Cubs. It has modern features like a full host of available panel goodies and a SkyTec starter that make it very comfortable transition for a 21st century pilot and enough power to correct even the most egregious student errors. The wider cabin and memory foam seats give it a more creature comfort than the J-3 could dream of (let’s face it, I haven’t fit this well in the back seat of a Cub since I was 12!). Plus, you just can’t beat the sentimental ties to our aviation heritage that a little yellow tailwheel offers!

Tailwheel endorsements are obviously an important part of our menu of services— we recently even had the privilege of training a retired KLM 747 pilot. However, we envisioned a broader role for the Cub. Soon after we took delivery, I began revising our in-house syllabi for private and commercial pilot training to integrate Legend Cub time with the typical Cessna 150/172 time. Every private pilot
student flies it for at least two hours prior to solo, and many elect to continue integrating tailwheel lessons into their training post-solo. The win for student and flight school alike is that most of these students continue to the full tailwheel endorsement just after earning their certificates.

The results of this tactic have thus far been stunning. When I check in with our staff instructors in our regular meetings, I’m hearing great things about what the Legend Cub has done for their students. “Every student that I have sent to fly the Legend Cub seems to come back with a little more confidence in general about flying,” says John Lincke. “It fires the love and addiction associated with flying and it pushes and solidifies their drive to become competent, safe pilots.”

Robert Baker, another WFS instructor says, “I have seen much better directional control with my students’ takeoffs and landings after spending time in the Cub. They tend to be much more subtle on the controls after flying the Cub as well.”

The Legend Cub has been equally successful with our commercial pilot students. We typically have commercial students demonstrate their initial practical test in our multi-engine trainer, freeing them to complete the single-engine commercial as an add-on in a fixed gear aircraft. This provides another perfect opportunity for the Legend Cub, and we’ll soon have our first commercial pilot student complete the add-on practical test in it.

“I’ve done all my training in tricycle gear, so being able to show that I have what it takes to both learn to master the Cub as a tailwheel and master the commercial maneuvers in it are a challenge that I’m really enjoying,” says commercial student Alec Birchfield. “Plus, I really love flying the airplane for the pure joy of it. It takes you back to how flying originally was.”

Judging from Alec’s experience and the buzz that the Legend Cub has generated with other commercial students, it’s likely to become the preferred platform for commercial add-on training.

American Legend is ensuring that the vision of a yellow Cub on a grass strip isn’t one that disappears. In the process, they’ve given us an airplane that we are determined to make a mainstay of our fleet. Our students are becoming better pilots and having more fun; in our own way, we feel that we’re contributing real solutions to the flight training malaise of recent decades. Sometimes, the best version of the future is heavily informed by the past. And, we wouldn’t have it any other way.
It’s no surprise that more than 80% of Legend Cub owners choose this style. Echoing back to the Art Deco world of the 1930s, the open cowl Legend Cub has the classic, nostalgic J-3 Cub look. Exposed cylinders with “eyebrow” baffles authentically recreate the iconic Cub appearance. Standard equipment is a 100-hp Continental engine with carbon fiber ground-adjustable Sensenich propeller and classic yellow paint trimmed with black lightning bolt. Continental’s new O-200-D is more than an update of the original O-200-A. It’s 18 lbs lighter and has a lot more oomph, giving the Legend Cub that extra edge in take-off and climb performance.
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In 1946, Piper Aircraft introduced the PA-11 Cub Special. 2005 saw the introduction of the AL-11 Legend Cub Special. With its closed cowl and Cub Special paint scheme, it’s a perfect likeness to the original PA-11. Underneath its glossy exterior is the same improved airframe on all Legend Cubs. The wide cockpit, extra door and electrical system bring this classic into the modern era.

The closed cowl model with the same Continental O-200-D allows the AL-11 to cruise a few knots faster than the open cowl design. The closed cowl also makes it the ideal choice for operating off skis in winter. Available paint schemes include classic yellow with lightning bolt, two-tone Cub Special or your custom design.

### PERFORMANCE

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</tr>
<tr>
<td><strong>Takeoff Distance @ SL</strong></td>
<td>310 ft</td>
</tr>
<tr>
<td><strong>Landing Distance</strong></td>
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</tr>
<tr>
<td><strong>Rate of Climb</strong></td>
<td>750 fpm</td>
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<tr>
<td><strong>Fuel Capacity (Useable)</strong></td>
<td>20 U.S. gallons</td>
</tr>
<tr>
<td><strong>Fuel Consumption 65% Power</strong></td>
<td>5.6 gph</td>
</tr>
<tr>
<td><strong>Endurance, 65% Power (No Reserves)</strong></td>
<td>3.5 hrs</td>
</tr>
<tr>
<td><strong>Range, 65% Power (No Reserves)</strong></td>
<td>322 mi</td>
</tr>
<tr>
<td><strong>Service Ceiling</strong></td>
<td>15,000 ft</td>
</tr>
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</table>

### POWERPLANT

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<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td><strong>Engine</strong></td>
<td>Continental O-200-D</td>
</tr>
<tr>
<td><strong>Rating</strong></td>
<td>100 hp</td>
</tr>
<tr>
<td><strong>Time Between Overhauls</strong></td>
<td>2,000 hrs</td>
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<tr>
<td><strong>Propeller</strong></td>
<td>Sensenich Ground-Adjustable</td>
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</table>
The Legend Cub

JUST FOR THE Fun
OF IT!

The Continental O-200-D, 100 HP, and Lycoming O-233, 115 HP engines deliver proven, reliable service along with the authentic sounds of a legendary aircraft engine.

100+ HP, electric start...
The Continental O-200-D, 100 HP, and Lycoming O-233, 115 HP engines deliver proven, reliable service along with the authentic sounds of a legendary aircraft engine.

3” Wider cabin...
The cabin cross-section is three inches wider than a standard Cub providing roomier, more comfortable environment for both pilot and passenger.

Advanced avionics...
Standard aircraft instrumentation replicates the familiarity, simplicity and authenticity of the legendary Cub. Optional advanced avionics are available including EFIS, synthetic vision and autopilot.

Solo from either seat...
All fuel is contained in two 12-gallon integral wing tanks for added safety, simpler fuel management, and the ability to solo from either seat. The Super Legend has 30 gallons of useable fuel.

Left and right-hand doors...
Clam-shell cabin doors are located on both sides of the aircraft providing easier entry and exit. The top and bottom doors can be opened in flight.

6”, 8”, or 26” wheel options...
Rugged gear features modern disk brakes with 8.00-6 or Tundra tire options. Float attachment fittings allow for straight and amphibious floats, and snow ski options.

All aircraft components are 100% new manufactured resulting in a factory-built product that exceeds ATSM consensus standards for light-sport aircraft.

Ceconite STC’d fabric covering...

Full-width rear seat...

Safety is built in...

Chromoly sealed airframe...

Timeless Cub airfoil and envelope...

24
**Timeless Cub airfoil and envelope...**

The cabin is free of cross-bracing structure providing improved visibility and a more spacious cabin.

**Aluminum wing spar...**

The airframe, empennage and wings are the result of improved structural design and construction utilizing modern materials and fabrication.

**Chromoly sealed airframe...**

Stronger airframe with Alaskan mods. 4130 chromoly tubing is TIG welded and tested to 1,600 lbs. gross weight, 1,750 gross for Super Legend. Heavy duty sealed struts.

**Full-width rear seat...**

The wider, brighter interior is finished in upgraded leather and additional cushioning for added comfort. The slightly higher seat setting adds to improved visibility without diminishing the legendary Cub experience.

**Fuel options...**

- modern disk brakes
- Tundra tire and float attachment fittings
- amphibious float options.

**Safety is built in...**

Airbag seatbelts and an optional parachute recovery system (BRS) are available. A 406 Mhz ELT is standard.

**Ceconite STC’d fabric covering...**

All aircraft components are 100% new manufactured resulting in a factory-built product that exceeds ATSM consensus standards for light-sport aircraft.
Echoing the classic WWII liaison aircraft, the Legend Combat Cub revives the era. Reminiscent of the historic L-birds produced as liaison aircraft for the U.S. Army and Air Force from 1942 to 1962. These aircraft are commonly referred to as “Grasshoppers,” in part for their olive drab color, and certainly for their ability to takeoff and land on grass fields.

Formerly, L-birds served with artillery and other outfits spotting targets and giving commanders real time information on enemy positions. Today, Legend Combat Cubs and their inspirational L-bird brethren can be seen doing reconnaissance for flying clubs and seeking adventure in remote places on every continent. Legend Combat Cubs are available either in Open Cowl or Closed Cowl configurations.

Learn more about the L-Birds

“Box Seat Over Hell”, written by founder Hardy Cannon, is a true story of America’s Liaison Pilots and their light planes in World War II.

www.als-cannonfield.com/BoxSeatOverHell.htm

“L-Bird, The Little Plane That Did” is a DVD, produced by Brian Shipman, that chronicles the untold story of a single-engine tail dragger and the role it played for Allied success in WWII.

www.lbirdthemovie.com/about.php
The Legend AmphibCub was awarded for its “Best Take-Off” performance while at the same time recognized as the “Cutest Darn Aircraft.” What more can we say? A definitive classic, the American-manufactured light-sport certified version of the popular Legend Cub certainly lives up to its acclaim.

Weighing less than comparable aircraft, the AmphibCub is noted for its doors and windows on both sides of the cockpit. This greatly enhances float operations allowing you to approach the dock from either side while taking full advantage of winds and currents.

Think of the Legend AmphibCub as the ultimate personal seaplane, one that outperforms others in its class. It has an exemplary reputation for safety, modern comforts, affordability and, most of all, delivering fun. Sporting the classic J-3 “eyebrows”, standard equipment includes a high-performance carbon fiber Sensenich propeller that is ground adjustable, numerous comfort features and a contemporary instrument panel.

The Legend AmphibCub is an eye-catching addition to any waterfront or lakeside attraction. First in its class to include amphibious operation, the AmphibCub has many times been voted best-in-class for both performance and capabilities.

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**SPECs**

<table>
<thead>
<tr>
<th>PHYSICAL</th>
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<tbody>
<tr>
<td>Wing Span</td>
<td>35’6”</td>
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<tr>
<td>Length</td>
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</tr>
<tr>
<td>Height (Max on Ground)</td>
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<tr>
<td>Empty Weight (Base Config)</td>
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<td>Max Useful Load</td>
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<tr>
<td>Cowling</td>
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<tr>
<td>Crew</td>
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### PERFORMANCE

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<tr>
<th>Description</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Top Speed</td>
<td>106 mph</td>
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<tr>
<td>Cruise 75% Power</td>
<td>97 mph</td>
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<tr>
<td>Cruise 65% Power</td>
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<tr>
<td>Stall Speed (IAS)</td>
<td>38 mph</td>
</tr>
<tr>
<td>Takeoff Distance @ SL</td>
<td>10–12 seconds</td>
</tr>
<tr>
<td>Rate of Climb</td>
<td>575 fpm</td>
</tr>
<tr>
<td>Fuel Capacity (Useable)</td>
<td>20 U.S. gallons</td>
</tr>
<tr>
<td>Fuel Consumption 65% Power</td>
<td>5.6 gph</td>
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<tr>
<td>Endurance, 65% Power (No Reserves)</td>
<td>3.5 hrs</td>
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<tr>
<td>Range, 65% Power (No Reserves)</td>
<td>295 mi</td>
</tr>
<tr>
<td>Service Ceiling</td>
<td>11,500 ft</td>
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### POWERPLANT

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
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<tbody>
<tr>
<td>Engine</td>
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</tr>
<tr>
<td>Propeller</td>
<td>Sensenich Ground-Adjustable</td>
</tr>
</tbody>
</table>
An XC panel makes a Legend Cub a true cross-country aircraft. Featuring a Garmin suite including GPS (from GPSMAP to aera to G3X), radio and transponder, the XC panel provides everything you’ll need for navigating the most complicated airspace. Complemented with a TruTrak ADI and SIRS compass the aircraft is capable of both Day and Night VFR*, when flown by an appropriately rated pilot. Upgrades include XM Satellite Weather, ADS-B Traffic & Weather, a 2-Axis Autopilot, and Mode S Transponder.

Adapting technology from their top-of-the-line integrated flight deck systems, Garmin’s G3X combines full primary flight (PFD) attitude/directional guidance with electronic engine monitoring and detailed moving-map multifunction (MFD) capabilities. The resulting 7” display delivers sophisticated graphics modeling with integrated SVX™ synthetic vision technology for a 3D “virtual reality” perspective of what lies ahead. Electronic charts from AOPA and Jeppesen put geo-referencing and detailed airport information at your fingertips. The XC panel gives unprecedented capabilities to your Legend Cub.

*Also requires a lighting package.
Glass panels with synthetic vision are on every pilot’s most wanted list. With a choice of options, your Legend Cub can be transformed into a Legend SmartCub™ providing an unprecedented degree of situational awareness. Information at the touch of a finger can make the difference between an enjoyable flight and an unprepared pilot.

Many pilots recognize Dynon’s 10” SkyView system as the most technologically advanced glass panel available. It offers redundant networks and systems, incredibly bright screens, design flexibility, and future upgradability. An integrated Mode S Transponder places traffic information on-screen. This is in addition to a worldwide synthetic vision, terrain, navigation and obstacle database. An engine module displays critical and accurate information on the health of all systems. Dynon’s open architecture and continual software updates mean that you’ll always be up-to-date with the latest avionics package.

Built on the G300 platform, Garmin’s G3X takes advantage of Garmin’s expertise of providing solutions to all levels of aviation up to transport category aircraft. The resulting 7” screen provides air data, engine data and navigation information in a compact package. AOPA & Jeppesen databases round out this capable system.
I’ve been the proud owner of an American Legend Cub for just over three years. During that time I’ve flown it all over Southern California, low and slow. As a CFI I have also issued a couple dozen Tailwheel Endorsements and Flight Reviews in “Big Al”. The plane is a joy to fly and combines the best of the old (classic Cub design and styling) with the best of the new (full electrical, GPS, and responsive flight controls). There are, however, a couple “nuances” or unique attributes related to flying a Cub. The good news is, once in the air, a Cub flies very much like any other light airplane. It’s the landing and taking off (but primarily landing), that you will really want to dial-in.

Landing a Cub is all seat-of-the-pants. Everything you need to know is outside the windows. Because the center of gravity is behind the main wheels, the airplane acts like a weathervane in strong wind conditions and tries to pivot the tail into a wind. In ‘tricycle’ gear airplanes (Cessna and Piper planes from the last 60 years), the center of gravity is in front of the main wheels and many directional and control issues on landing are “self-corrected.” At one point Cessna even marketed this as “Land-O-Matic” landing gear. In the Cub, there is nothing automatic about landing. And that is what makes the Cub such a rewarding and enjoyable plane to fly. You’re only as good as your last landing. You have to work for each landing. You will learn to anticipate what is about to happen, rather than merely reacting to it as you do in a tricycle gear airplane. You will get comfortable with landings, but you should never get complacent about them.

Learning to land a Cub will take about 60–70 practice landings with a good instructor. It’s easy to mount a GoPro or Contour camera on one of the overhead trusses in the cockpit. Going home to watch video of your lessons will help you see the good, the bad and the ugly as you learn to land, and you’ll progress much more quickly.

Here are a few of my favorite tips and observations to help pilots transitioning to tailwheel airplanes, specifically regarding 3-point landings:

**The plane sits on the** ramp in ‘full-stall’ (3-point) attitude. Burn this sight picture into your mind as
you sit in the plane and as you taxi. This is the sight picture you want to see when you have the wheels three inches over the runway on landing.

When you're over the runway—at the height of a person—bring power to idle and just hold it there... steady, slow, gradual back pressure on the stick to dissipate energy. You're just getting the plane in position to land; when it's done flying (the wing stalls), you'll let the wheels touch the runway. This phase is generally the most difficult for transitioning pilots. They're always in a hurry to land, but the Cub's not done flying! I take students to a nearby 8,000-foot runway to do a low pass (six inches off the deck) down the entire length of the runway (with ATC's permission). Slow flight, high angle of attack, just over the runway is a great way to dial-in the required sight picture and control pressures.

If the wing is not fully stalled when the wheels touch, that means you are too fast, and that's because you're not close enough to the critical angle of attack! The wing will still want to fly, and the plane will momentarily take off again after the wheels briefly touch. We call this a bounce.

When practicing 3-point landings, try to actually land on the tailwheel first. You won't be able to; with power at idle it's nearly impossible to achieve the angle-of-attack required to do that. But, if you try to do it, it is more likely that you will be that much closer to actually getting the plane into true 3-point/ full stall landing position, or as we like to call it, “nirvana.”

In the Legend Cub, if you do not have the stick all the way back when the wheels touch, there is about a 99.9% chance you are going to bounce. The goal is to dissipate energy (airspeed) when you are three inches over the runway with smooth, gradual, continual back-pressure on the stick until you can get the wheels to touch at the same moment the stick has reached its full aft position—that's a true 3-point landing!

Pitch for airspeed; power for descent. If you can dial-in 50 mph on short final you’ll greatly minimize your float down the runway as you dissipate energy (in the form of airspeed) before you land.

Wear thin-soled shoes. You need to feel the rudder inputs you’re making. If you're wearing air sole shoes or combat boots, you're not going to feel anything. I fly with a pair of Puma racing shoes; almost as good as flying barefoot.

If it ever starts to get wonky, simply power up and go-around. No good can come from keeping the wheels on the ground when the plane is not under control. Get it back in the air and dial it in on the next landing.

I notice a lot of pilots correcting a pitch, airspeed or runway centerline issue with power or control inputs, but then forgetting the second part, to neutralize the power or input control. If they’re too low, for example, they correct with power and get back to glide path, but then fail to neutralize power, and proceed to climb above glide path, creating an unstabilized approach.

Always keep the nose pointed at the far end of the runway. You do this with rudder inputs. To keep the airplane over the centerline, use the ailerons.

Small control inputs early are always better than large inputs later.
If you bounce a 3-point landing, it means you were too fast when you let the wheels touch…

**Whatever aileron and rudder inputs** you are using to correct for a crosswind over the fence will have to be increased as the plane decelerates during roll-out and control effectiveness lessens. Don’t make a decent landing then lose control when you’re turning onto the taxiway!

**Bounces are OK:** Pilot Induced Oscillations (PIOs) are not. If you bounce a 3-point landing, it means you were too fast when you let the wheels touch; the wing had not exceeded the critical angle of attack and was not stalled. Power up, level off and try it again 300 feet down the runway (remaining runway permitting), or power up and go around. Don’t try to fight the oscillations after a bounce; they generally never get better.

**The flight’s not over until** the first beer is in front of you. Correct for wind while taxiing to and from the runway and always chock both main wheels when refueling and whenever you’re not in the plane.

Garry Wing is a Commercial Pilot, CFI and American Legend Cub owner. He’s been flying light airplanes for nearly 40 years and resides in San Diego, CA.

He can be reached through his website, www.FlyTheWing.com
American Legend Aircraft Company (ALAC) formed its restoration services division in 2007, two years after the public debut of the Legend Cub at Sun ’n Fun 2005. It was a natural progression for the fledgling company.
Sales of the Legend Cub had exploded. Many customers were taking deliveries of brand new J-3 and PA-11 style Cubs for the first time since the late 1940s. Now was a time to decide: 1) Buy a brand new Legend Cub, or 2) Opt for restoring an aging Cub to showroom perfection?

**State-of-the-art design of Cub aircraft represents a true dichotomy of both past and present.**

Today’s buyers are well aware of the magnificence of the classic Cub design, both for its performance and enduring construction. The classic Cubs have survived in large numbers for more than 75 years. Yet, new Legend Cubs offer advancements in technology and an array of modern design features. What makes this airplane stand out is the legacy of the Cub, both past and present. Also common to both is the joy of simple flight.

*Today’s pilots remain captivated by the joy and simplicity of flying a Cub. The Legend Cub, with it’s concise set of modern improvements, keeps this tradition alive.*

The Legend Cub is, in the purest sense, a virtuosic fix to the nuances of the 1930s build. Comparatively, the appeal of the classic Cub is in the care and nurturing of a venerable timepiece. When flying simply, there’s honesty and purity in both the classic and Legend Cubs. Both put flying skills and pleasure first. Both the classic Cub and Legend Cub have their brief roll of reasons to choose one over the other. It’s a tough choice. But, with large numbers of restorations taking place, it’s nice to see many older birds getting new life.

With multiple thousands of classic Cubs still in operation today it’s easy to understand why one would choose to restore a classic to today’s standards. Even as the cost approaches half that of a modern Cub build, the lure of the classic Cub endures.

The fact that the Legend Cub is an evolution of the classic Piper model led ALAC to form its Restoration Services division. At its founding, ALAC launched into building new Cubs. With all the component parts in place, the company was equally set to build restorations.

The now better-than-new classic Cubs would incorporate a type-certificate, a flying history and an intrinsic value. These restored classics would last another 75 years, perhaps more. And with some contemporary enhancements customers would enjoy their Cubs even more. It was a simple idea. At the talented hands of the team at ALAC, it would prove its merit.

The company’s first rebuild projects rolled out of the factory beginning in 2007, and ever since, the standard for restoration had been elevated. ALAC’s talent for restoration has been recognized throughout the industry. Fellow builders as well as regional and national organizations have awarded and given special
accolades to the company for its exemplary work.

**ALAC’s Restoration Services**

This division provides aircraft restoration services on virtually any tube-and-fabric aircraft—meaning those constructed of welded tubular frames covered with fabric and polymer coatings. This aircraft design methodology was state-of-the-art for light aircraft at the turn of the century. Today, it remains an enduring and highly reliable method of aircraft manufacturing.

Some modern improvements include new materials that are less caustic and last longer. Electrical systems now add convenience and improve safety. Design

The company’s first rebuild projects rolled out of the factory beginning in 2007, and ever since, the standard for restoration had been elevated.
enhancements have emerged from years of field testing. Many operators incorporate these into their flying today. However, building a Cub remains a very hands-on process with experience and talent determining to a large degree the final results.

**A restoration, or repair, by ALAC can ostensibly enhance any aircraft.**

The company offers upgrade options to classic, or other vintage, aircraft owners that can include avionics, engines, interiors, and a wide range of STCs. Repair and overhaul services can include mechanical systems, top quality upholstery, airframe structural work, and new cover and paint.
Classic Cub - Greenville Herald Banner: 21 October 1991

Company founder, Darin Hart, has been building and restoring aircraft for more than 25 years and his award winning ways date back to 1989 when he restored his first Cub—a 1946 classic J-3. His work on this aircraft was well recognized, taking no less than six awards, including: Best of Show, Grand Champion, Outstanding Workmanship, Best Classic, Flyers Choice and First Place.

Flying Both a Classic Cub and Legend Cub

Alamo Liaison Squadron is a dedicated group of individuals entrusted with preserving the legacy of L-birds and their WWII role as observation, spotting, artillery fire control, forward air control, communications, command and control, medical evacuation and many other functions that just “needed done” on the battlefield. A favorite among the liaison pilots was the L-4, or Piper Cub. Alamo Liaison Squadron offers its members a choice of both a classic Piper Cub, or Flitfire as operated by the British RAF, and a Legend Cub, regaled as a Legend Combat Cub.

ALAC is committed to prolonging and enhancing the enjoyable flying experience of the legendary Cub and similar tube-and-fabric aircraft. ALAC’s Restoration Services division offers aircraft owners an exemplary choice when shopping for repair, overhaul, or upgrade options.
Golden beaches at sunrise. Peaceful swamps in the soft evening light. What better state to view from low and slow? This is probably the reason there are more Legend Cubs sold in Florida than any other state.

“Those not familiar with Florida may think only about the beaches and theme parks,” explains Ron Bishop, a Florida native and founder of Creek Cubs, located at the Spruce Creek fly-in community near Daytona Beach.

“This state is mostly great expanses of undeveloped woods, pasture, and swamps that are best seen from up high... but not very high,” he adds smiling. Ron’s quick smile and easy manner are a perfect fit for the Cubs he enjoys flying and demonstrating to those used to faster, get-there-quick airplanes.

Bishop, an avid shallow-water fisherman, often flies low along the inshore tributaries to spot places where redfish, tarpon and other species are schooling before planning an early morning adventure. He especially enjoys the reactions of “snowbirds” who are, for the first time, seeing the movements of large alligators below as they pass 300 feet above the swamps. This is a view of Florida you just won’t get from your car!

It was not long after Ron brought his first Legend Cub float plane home to his Spruce Creek fly-in community that other pilots living in the neighborhood began stopping by for a closer look.

“Every time I’d taxi out to the flight line, a block party would spring up.” Bishop laughs. After sending two new Legend Cub buyers to Darin, owner of American Legend Aircraft Company, Bishop started thinking about becoming a Legend Aircraft dealer. “I knew that Florida was a perfect place to fly a Cub and knew, from my experience, that Legend builds a very high quality product, so it was an easy decision to open Creek Cubs.”

To test the waters, Ron organised a “Cubby Day” event inviting Cub owners to fly in to share stories, examine all the airplanes and have a free hot dog. The event drew seventeen yellow airplanes and dozens of pilots.

The name, Creek Cubs, harkens to the fly-in community Bishop relocated to from Southern California for his semi-retirement after a career which had him living outside the U.S. for long periods of time. The Spruce Creek Fly-In is well known as the largest and one of the oldest fly-in neighborhoods in the country with more than 500 hangar homes, 650 aircraft and 35 miles of taxiways. With a 4,000-foot lighted runway and a GPS approach, the private airport at the center of the community can accommodate anything from a Cub to a Gulfstream.

Not surprisingly, the residential airpark is home to a wide range of aviation
enthusiasts, both active and retired, including military fighter pilots and an Apollo program astronaut. Of course, with that many airplanes in the neighborhood, naturally there are a healthy number of Cubs, five of them Legends.

Knowing that he needed help in getting the dealership business off the ground (pun intended), Ron Bishop recruited his friend, Alan Norris, whom he had introduced to Legend Cub flying during the Saturday morning Spruce Creek “Gaggle” flights to breakfast. These group flights which take place every Saturday of the year, have been a Spruce Creek tradition since the mid-1980s.

“It was an easy sell,” says Norris in describing his being recruited to manage the dealership business. “All the pieces are in place for building a successful sales firm… a great product built on a popular traditional airplane, an aging pilot population moving into light-sport and one of the best flying environments in the world. The Legend Cub really sells itself, mostly because flying one is pure fun!”

Alan, an experienced pilot with time logged in more than 60 aircraft types has found learning to fly the Legend Cub a challenging and rewarding experience. “Becoming a tail dragger pilot has sharpened my stick and rudder skills and provided some thrilling moments. But, it has been so much fun. I will go out to do a few practice landings and, before I know it, I’ve done twenty!”

His background in marketing sail and power yachts and understanding of dealership operations and customer service programs is a perfect fit with Ron’s financial expertise.

“Our plan for success is to market the Cubs to those looking for a light-sport aircraft that doesn’t scream light-sport and to provide excellent support to our customers. Another key is to inventory planes so that we can deliver a Cub to a buyer at the time he or she decides to buy. Most pilots do not want to wait weeks or months to fly the plane they’ve fallen in love with today,” adds Bishop.

With just about everyone who flies one falling in love with the Legend Cubs, Creek Cubs is destined to do very well indeed.

Visit Creek Cubs at www.CreekCubs.com or email AlanNorris@CreekCubs.com
The Rules

• Perhaps the most important choice is deciding on your best method for certification.
• These options include:
  • Experimental Amateur-Built up to 1,600 lbs. gross weight
  • Experimental Amateur-Built up to 1,320 lbs. gross weight (1,430 lbs. on floats)
  • E-LSA up to 1,320 lbs. gross weight (1,430 lbs. on floats)

The Legend Cub, both ready-to-fly and amateur-built, is designed and tested to 1,600 lbs. gross weight. Regardless of the certification weight, all Legend Cubs are structurally identical down to the last detail. The choice of a higher gross weight is simply a builder’s prerogative.

Under the EAB program, the builder must complete 51-percent of the aircraft. The choice of operating weights comes down to whether the operator wants to fly the aircraft under Sport Pilot rules (i.e. using a valid U.S. driver’s license as evidence of medical eligibility) or under Private Pilot rules, where a current FAA medical certificate is required. This choice determines the weight identified on the aircraft’s operating limitations. Both E-LSA and EAB aircraft can be flown Night VFR when flown by an appropriately rated and certificated pilot in an aircraft appropriately equipped.

EAB provides a lot of flexibility in how the aircraft is built, and how the aircraft is equipped. Even though it is wise to follow the manufacturers instructions, under EAB rules the builder, not the manufacturer, is responsible for certifying the aircraft is fit to fly. Additionally, the builder can carry out aircraft maintenance once the aircraft is new.

Selecting An Aircraft Kit

The most important part of kit selection is defining how the aircraft will be used. It’s nice to have more horsepower, more speed, more range and more useful load. Every aspect entails trade-offs. More horsepower equals higher fuel consumption and a heavier aircraft. That can limit useful load. Usually it also means it’s more expensive to purchase and maintain.

What kind of flying do you do most of the time? What kind of flying do you enjoy most? Defining the mission is the essential first step of any aircraft selection. People usually think of two different missions at this stage: perceived mission and actual mission. There’s the allure of flying a Cub to Alaska. This challenging and rewarding “bucket list” trip can be an once-in-a-lifetime experience. In other words, it’s the mission just one time. It’s the perceived use of the aircraft. The actual use of the aircraft is most likely flying with friends for a meal at a nearby airport, attending a fly-in, visiting family or training for proficiency. Once this is understood, the aircraft choice becomes more apparent.

All kits are not created equal.

It’s always useful to research what’s included in each kit. A Legend Cub kit is complete, down to the last bolt, washer, nut and retainer. What’s more, each assembly is kitted separately. For example, when it comes time to installing the brake sub-assembly, everything required, right down to the tube, fasteners, and all hardware is on one assembly board. For a builder this means there’s no time wasted searching a hardware box, to find just the right piece. Build time is cut substantially. A Legend Cub kit takes the triviality out of the building process.

Questions to ask include:

How many kits have been built? What ratio of kits have been completed? How much time will it take to complete? What kind of work, skills and tools are required? What’s included in the kit? What will need to be purchased in addition to the kit? Is Experimental Amateur-Built (EAB) or E-LSA the best way to go?

Questions like these will help the discerning buyer purchase the most suitable kit for their purpose.

[The Legend Cub Kit]

With a myriad of Cub kit options available, it takes diligence to review and decide which is right for you.

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With a myriad of Cub kit options available, it takes diligence to review and decide which is right for you.

Questions to ask include:

How many kits have been built? What ratio of kits have been completed? How much time will it take to complete? What kind of work, skills and tools are required? What’s included in the kit? What will need to be purchased in addition to the kit? Is Experimental Amateur-Built (EAB) or E-LSA the best way to go?

Questions like these will help the discerning buyer purchase the most suitable kit for their purpose.
Installing aileron pulleys

Starting the wing covering

Vacuum packed parts, broken down by assembly

Rib stitching

Every nut, bolt, screw washer…

Installing the wingtip bow

Wing covering
is complete, and has its Airworthiness Certificate. EAB aircraft require 40 hours of flight test in their local area, prior to being flown further afield.

E-LSA, on the other hand, must be built to a factory configuration. This means that no changes to the airframe, engine, or instrument panel are allowed. What’s more, the factory must provide paperwork verifying that the aircraft conforms to a factory configuration prior to the application for Airworthiness Certificate being filed. In a Legend Cub kit, this means that the engine must be a Continental O-200, and a completed instrument panel must be purchased from Legend.

For an E-LSA, the builder does not have to perform 51-percent of the build. In practice, the same kit is shipped whether it is E-LSA or EAB. Once the aircraft is finished, the flight test portion is just 5 hours for E-LSA, and maintenance must be performed by an appropriately trained person. There are several organizations nationwide providing 16-hour courses to gain approval for owner maintenance.

The choice between E-LSA and EAB should be made in the beginning, prior to ordering your kit. It affects configuration control, and the components that must be purchased from the factory.

Building Your Legend Cub Kit

Regardless of which option you choose, the big day arrives when your Legend Cub kit arrives. The beauty of a Legend Cub kit is that all structural components are completely finished. The fuselage is fully welded, and all tabs for mounting aircraft controls and systems are already installed. Similarly, the wings are structurally complete.

The first step in the build is fuselage pre-assembly. Anything that will be difficult to install into the fuselage after it is covered is installed at this time. Components include the trim system, rudder and elevator cables, floorboards, brake system, throttle and engine controls. Also installed are the aluminum fuselage formers that give the fabric its final shape.

Wings are next. Fuel tanks must be installed together with cross-bracing that slips through the tank. Control pulleys for the aileron control cables are inserted. The final piece of wing pre-assembly is installing the wooden wing tip bow.

With pre-assembly complete, the wings and fuselage are ready for covering. Other components such as landing gear legs, ailerons, elevators, horizontal stabilizers and rudder are all covered at the same time. Rib stitching is required on the wings, ailerons, rudder, elevators and horizontal stabilizer. There are also a small number of rib stitches on the vertical stabilizer on the fuselage. Expect to get sore fingers when doing all the rib stitching. This stage of the project is quite enjoyable, as major progress is visible every day.

A good paint job is essential for any aircraft. No matter how good the aircraft is underneath, it’s the paint that everyone will see. American Legend uses a polyurethane paint process at their facility in Sulphur Springs, TX. This is a relatively new fabric painting process. A silver priming coat is applied to
seal the fabric weave. It also provides UV protection. After sanding to prepare the surface, a coat of color is applied giving your aircraft a glossy, durable finish. Whether building your aircraft at home or at the factory build assist program, it’s worth investing in quality paint job.

**Final Assembly**
The last stage of the project is final assembly. Once all the components are painted, final assembly commences. Setting the aircraft on its gear is the first step, followed by the installation of the tail feathers. Next is attaching control cables to rudder pedals and stick, as well as plumbing and bleeding the brake system.

The electrical installation can take some time. Panels are best built off-line. When building a panel from scratch, it’s best to note the positions of the tubes behind the instrument panel before metal is cut. Better yet, you can order a pre-made panel directly from Legend, which will fit the aircraft perfectly. Once everything behind the panel is in place, the boot cowl is installed and the engine can be hung.

A light suddenly goes on indicating it’s time to hang the wings. It’s a relatively easy job, requiring three people.

**Attaching the Wings**
First step is to assemble all the hardware required; struts, bolts, washers, nuts and cotter pins. Attaching the first wing to the aircraft requires one person carrying outboard end, one person carrying the inboard end, and one person with the hardware to insert in the wing attach points. Once both wings are on, the dihedral is checked by stretching a string from wingtip to wingtip over the main spar.

The distance between the string and the forward wing attach point should be the same on both sides. It’s time then to install the rear strut. With the rear strut attached, washout is checked. Ailerons are installed. At this stage, perhaps for the first time, it’s beginning to look like an airplane.

The final electrical connections are made, windshield is installed, cowl is attached and all fairings are attached to the aircraft. Leveling the aircraft with full oil and unusable fuel, the weight and balance moment of truth has arrived.

**There’s always paperwork**
Following an electrical check and ground run it’s time to complete the paperwork. Whether building the kit as an EAB, or as an E-LSA, a FAA Designated Airworthiness Representative (DAR) inspects the finished aircraft. As with all things in aviation, it’s only when the weight of the paper equals the weight of the plane that you are ready to fly.

First flights are always exhilarating. It’s wise to have some time in a Legend Cub before carrying out flight-testing.

As well as offering a kit shipped to your location, American Legend also offers a build assist program at their factory. Utilizing the build assist program, a participant can expect to see their aircraft completed in as little as four weeks. Hangar space is made available to the builder as well as access to some specialty tools and apparatus. At each stage in the project, the person responsible for that station in the factory mentors the builder.

Tips and advice will accompany witness to the Legend Cub ready-to-fly production line. This significantly expedites the work on your own aircraft. Most customers elect to have Legend paint their aircraft following covering. This option guarantees that the aircraft will look as superbly as it flies.

Seeing the transformation from a box of parts to a completed flying aircraft is a joy to builder and pilot alike. The Legend Cub offers an endless array options. Remember, it’s much faster to build a kit when the aircraft is kitted by assembly. With a Legend Cub kit you can be assured that every part is included and available when you need it. This fact alone will determine the ratio of completed kit aircraft. Building an aircraft is a rewarding experience.

**Experience it today by calling American Legend Aircraft Company at 903-885-7000.**
I have spent the last 25 years flying as many different aircraft as possible. My wife says I am “addicted to Air.” I say, “I am addicted to fun!” So, when the mission is fun, I choose the Legend Cub!

I started my aviation career in hang gliders at the at of 17, made my first skydive at age 18, began Navy flight school at 22, made my first carrier landing at 24, flew in combat by 28 and reached Top Gun at 30. I now have more than 4,000 hours in more than 25 different aircraft.

As a recently retired Navy Commander, most of that flying has been in the FA-18 Hornet, Super Hornet, and training aircraft for the Navy in T-34C, T-2C, and the T-45. I now have Commercial Multi-engine, Glider, Rotorcraft, Tailwheel, Instrument, and CFII qualifications. I teach aerobatics and tailwheel transition at KPVG. I currently own two aircraft and as part of my business—aircraft management. I fly ten other aircraft on a regular basis; no two are the same type.

When people ask me which aircraft I enjoy the most, I reply, “If my mission is purely for fun, I will jump in the Legend Cub, drop the doors, and just cruise.”

Early last year, my partner and I started looking for a low stress, easy to fly, reliable aircraft that epitomized aviation so we went looking for a classic taildragger.

Mission: Fun.
Hardware Required: Legend Cub.
and safety. All in a plane designed to be fun!” Ron also took me for my first floatplane ride in a 2012 Legend AmphibCub. AWESOME! (My wife doesn’t think so, because a floatplane rating is now on the top of my “Must-Do” list.)

By the way, I do not work for the company and am not being paid to write this article. However, truth be told, I would love to sell Legend Cubs in the future. Ron, and company president Darin Hart, totally set us up for success. Despite my many hours and ratings, I will not fly a new plane without quality training. Ron found me a great CFI to show me the wonderful flying qualities of the Legend Cub and before you know it, Triple-4-Alpha-X-ray and my partner and I were off on the six-hour flight back to our home base in Chesapeake, VA, (KPVG). We had a blast on that trip. She flew great, we had fun and darn it if we didn’t draw a crowd everywhere we stopped.

Author’s note: As a Legend owner, always calculate an extra ten minutes per fuel stop to answer questions. The smiles are worth it.

The Legend Cub has been a very welcome addition to our stable of aircraft. Our flying club, the “RifRaf Flyers,” all enjoy flying her so much that we have had to start a computer-based scheduling program mainly for the Legend Cub. My son Zach who has accumulated more than a hundred hours of tailwheel flying, is turning 13 soon. The other day he said to me, “Dad, can I do my first solo in the Legend.” Well, you can guess my response, “Absolutely… sounds fun!”
### 2013 Legend Cub Order Form

**Legend Aircraft Sales, LP**

**Legend Cub Configuration / Pricing**

<table>
<thead>
<tr>
<th>Model</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AL3 LEGEND CLASSIC CUB (J-3 STYLE OPEN COWL)</strong></td>
<td>$124,900</td>
</tr>
<tr>
<td><strong>AL11 LEGEND CUB SPECIAL (PA-11 STYLE CLOSED COWL)</strong></td>
<td>$129,900</td>
</tr>
<tr>
<td><strong>AL18 SUPER LEGEND CUB (PA-18 STYLE SUPER CUB)</strong></td>
<td>$146,800</td>
</tr>
</tbody>
</table>

#### Fun Options

<table>
<thead>
<tr>
<th>Option</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.00 x 6&quot; Tires (upgrade)</td>
<td>$225</td>
</tr>
<tr>
<td>26&quot; Airstreak Tundra Tires (upgrade)</td>
<td>$2,200</td>
</tr>
<tr>
<td>29&quot; Airstreak Tundra Tires (upgrade)</td>
<td>$2,495</td>
</tr>
<tr>
<td>Bushwheel 3200 Steerable Tailwheel (upgrade)</td>
<td>$1,395</td>
</tr>
<tr>
<td>Bushwheel 3200B Steerable Tailwheel (upgrade)</td>
<td>$2,200</td>
</tr>
<tr>
<td>Float Attach Mounting Points, Lift Rings</td>
<td>$895</td>
</tr>
</tbody>
</table>

#### Aircraft Kit Total As Configured:

$0

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Aircraft empty weight and configuration options are estimates; all S-LSA Legend Cub models may require limited options to meet ASTM certification requirements.
**Standard Equipment**

**Legend Aircraft Standard Features (All Models)**

* Classic Cub designs and paint schemes
* Proven Super Cub design airframe with:
  - Dual clam style seaplane doors and windows on both sides
  - No restrictions on opening or closing doors in flight
  - Full 3-inch wider cabin than the PA-18 SUPER CUB
  - CNC machine-cut 4130 chromoly tubing
  - TIG welded fuselage, controls, landing gear and components
  - Alaska mod airframe X-brace safety improvement
  - FAA-PMA sealed struts with large 7/8" forks
  - Interchangeable Cub design controls and components
  - Landing gear step for easy entry and checking fuel
  - Super Cub double pulley trim system
  - Extra wide back seat
* Super Cub size baggage compartment
* Sensenich carbon fiber ground adjustable propeller
* Engine configurations come with:
  - 50 amp alternator system
  - Air/Oil separator system
  - Oil quick drain system
  - Spin-on oil filter system
* Basic instrument panels come with:
  - PS Engineering PM1200 intercom system
  - Airspeed, Altimeter, Inclinometer flight instruments
  - Tachometer, Oil Pres., Oil Temp., Voltage engine instruments
  - Master and avionics master switches
  - 12V power auxiliary outlet
  - Circuit breakers
* Pilot/Co-pilot push-to-talk switches
* Pilot/Co-pilot standard headset jacks
* Pilot/Co-pilot ANR (LEMO) headset jacks
* Keyed starter and magneto switch
* Carb heat, cabin heat and fuel mixture controls
* Compass
* Lap belt and inertia reel shoulder harnesses
* 406 MHz ELT system
* Grey cloth and vinyl seat cushions
* Map pockets and certificate holder
* Dual LH window side air vents
* Gravity feed fuel system with low point and belly drain(s)
* Fuel sight gauges in wing roots
* Grove wheels and brake system
* 6.00 x 6" tires
* Aviation Products steerable tailwheel

**AL3 Legend Classic Cub Standard Features**

* Classic yellow J-3 paint scheme with lightning bolt
* Basic empty weight starting at 822 lbs.
* Dual controls front or rear solo pilot positions
* Continental O-200-D lightweight engine
* Carbon fiber eyebrows with reinforcements
* 72" Sensenich ground adjustable prop (46" 48" 50")
* Classic J-3 aluminum cowling
* 20 Gallons Usable Fuel
* Complete aircraft tested per ASTM F2245 standards using 1600 lbs. gross weight

**AL11 Legend Cub Special Standard Features**

* Classic blue/yellow PA-11 paint scheme
* Basic empty weight starting at 832 lbs.
* Dual controls front or rear solo pilot positions
* Continental O-200-D lightweight engine
* 72" Sensenich ground adjustable prop (46" 48" 50")
* Classic PA-11 aluminum cowling
* 20 Gallons Usable Fuel
* Complete aircraft tested per ASTM F2245 standards using 1600 lbs. gross weight

**AL18 Super Legend Cub Standard Features**

* Classic Super Cub paint schemes
  White with red/black or blue/black stripes
* Basic empty weight starting at 846 lbs.
* New Lycoming IO-233 engine with electronic ignition
* New center line thrust engine mount
* 76" Sensenich ground adjustable prop (48" 50" 52")
* Extended span flap system
* Aerodynamically balanced tail surfaces
* 30 Gallons Usable Fuel
* Fuel selector valve (Right, Left, Both & Off)
* Dual controls front seat solo pilot position
* L-4/L-21 style skylight greenhouse
* Instrument panel tilted forward adding extra room
* New ergonomic body conforming adjustable front seat
* Parking brake system
* Classic PA-18 carbon fiber engine cowling
* Carbon fiber floor boards, doors, interior and baggage
* Complete aircraft tested per ASTM F2245 standards using 1750 lbs. gross weight
## 2013 LEGEND CUB KIT ORDER FORM

### Fuselage Kit
- Includes Engine Mount, Cowling, Eyebrows, Cowling Brackets, Engine Controls, Carb Heat Box, Cabin Heat Box
- **Price:** $20,500

### Wing Kit
- **Price:** $17,500

### Tail Kit
- **Price:** $3,995

### Choose one below:

#### Open Cowl Kit
- Includes Engine Mount, Cowling, Eyebrows, Cowling Brackets, Engine Controls, Carb Heat Box, Cabin Heat Box
- **Price:** $4,000

#### Closed Cowl Kit
- Includes Engine Mount, Cowling, Baffling, Cowling Brackets, Engine Controls, Carb Heat Box, Cabin Heat Box
- **Price:** $4,000

### Engine, Prop, Engine Accessories

#### Sensenich Ground Adjustable Propeller
- **Price:** $2,895

#### Continental O-200-D Engine
- **Price:** $24,900

#### Exhaust System Kit for O-200-D
- **Price:** $1,850

#### Electrical System Kit:
- Includes Battery, Alternator, Gear Set, Ignition Switch and Basic Wiring
- **Price:** $1,995

#### Air/Oil Separator & Quick Drain Kit
- **Price:** $495

### Build Assist Program

#### Builder Assistance (21 working days)
- **Price:** $18,000

#### Extra building days may be required depending on options.

#### Factory Paint (yellow with black stripe)
- **Price:** $4,500

### XC - Pre-wired Panel with Night VFR (must also choose lighting package)
- **Price:** $14,900

#### Upgrade Options:
- Garmin 327 Mode C Xponder: $700
- Garmin aera 550 with XMWX: $1,600
- TruTrak ADI
- Dimmable Instrument Lighting: $7,900
- AirGizmos GPS Mount and Interface: $3,470

### SC - Smart Cub Pre-wired Panel Options

#### 10" Dynon SkyView System
- **Price:** $22,900

#### Full Primary Flight (PFD)
- **Price:** $24,900

#### Attitude/Directional Guidance
- **Price:** $6,143

#### Moving Map Function (MFD)
- **Price:** $6,143

#### Synthetic Vision
- **Price:** $6,143

#### Garmin G3X System
- **Price:** $6,143

#### Full Primary Flight (PFD)
- **Price:** $24,900

#### Attitude/Directional Guidance
- **Price:** $6,143

#### Moving Map Function (MFD)
- **Price:** $6,143

#### Integrated SVX Synthetic Vision
- **Price:** $6,143

### Smart Cub Options:
- Dynon ADS-B In Receiver (SkyView only): $1,495
- UAT Band Traffic & Free Weather: $1,495
- TruTrak Digiflight II VS (2-axis): $7,900
- Garmin GTX 330 Mode S Xponder: $2,995

### Aircraft Kit Total As Configured:
- **Price:** $0
# 2013 SUPER LEGEND KIT ORDER FORM

**Legend Aircraft Sales, LP**

**Legend Cub Configuration / Pricing**

| Fuselage Kit | $22,000 |
| Wing Kit      | $19,900 |
| Tail Kit      | $4,400  |
| Closed Cowl Kit | $5,000 |

**Interior Options**

- Ultraleather, Lightweight (interior kit upgrade) | $995
- Full Grain Leather (upgrade) | $1,695
- Interior Kit: 4-Point Seatbelts, Sidewalls, Baggage | $3,495
- Compartment, Seat Slings, Vinyl Cushions (grey or black) | $3,995
- AmSafe Airbag Seat Belts |

**Lighting (Interior & Exterior)**

- AeroLEDs Combined Position & Strobe Lights, | $3,590
- AeroLEDs Wig/Wag Pulse Landing Lights, Interior Night Lighting |

**Engine, Prop, Engine Accessories**

- Sensenich Ground Adjustable Propeller | $2,895
- Lycoming O-233 Engine | $24,900
- Exhaust System Kit for O-233 | $1,850
- Electrical System Kit: Includes Battery, Alternator, Gear Set, Ignition Switch and Basic Wiring | $1,995
- Air/Oil Separator & Quick Drain Kit | $495
- Lightening (Interior & Exterior) | $3,590
- Engine, Prop, Engine Accessories |

**Fun/Additional Options**

- Float Attach Mounting Points, Lift Rings | $895
- 26" Airstreak Tundra Tires | $2,200
- 29" Airstreak Tundra Tires | $2,495
- Bushwheel 3200 Tailwheel | $1,350
- Ski Attach Points | $550
- TrickAir 1500 Wheel Penetration Skis | $5,900
- Vortex Generators (kit only) | $995
- Lightweight Li-Ion Battery (saves 7 lbs.) | $1,250
- Legend 1500 Straight Floats | $27,500
- Legend 1500A Amphibious Floats | $37,500
- Randolph Covering Kit (1 main + 1 trim color) | $4,250
- 406 MHz ELT Kit | $1,195

**Build Assist Program**

- Builder Assistance (21 working days) | $18,000
- Extra building days may be required depending on options.
- Factory Paint (Yellow with black stripe) | $4,500

**Upgrade Options:**

- XC - Pre-wired Panel with Night VFR (must also choose lighting package) | $14,900

**SC - Smart Cub Pre-wired Panel Options**

- Garmin SL40 Radio | $22,900
- Garmin 327 Mode C Xpander | $24,900

**Garmin G3X System**

- Full Primary Flight (PFD) | $1,495
- Obstacle/Terrain Database |
- Obstacle Terrain Database |
- PM 1200 Intercom (std.) |
- Fuel Flow Management System |
- GM1200 Intercom |
- Garmin SL40 Radio |
- Garmin GTX 327 Mode C Xpander |

**Smart Cub Options:**

- Dynon ADS-B In Receiver (SkyView only) | $1,495
- UAT Band Traffic & Free Weather |
- TruTrak Digiflight II VS (2-axis) | $7,900
- Garmin GTX 330 Mode S Xponder (G3X only) | $2,995
- Traffic & Free Weather to 795/796 and aera 500 Series |

**Aircraft Kit Total As Configured:** | $0

(Specifications, options and pricing subject to change without notice.)
Joy Stick
Grab the stick and enjoy the view!

It’s hard to find a more flyable and enjoyable aircraft in all of aviation. The Legend Cub takes the joy of flying to a new dimension. Thoroughly modern in its design, materials and added features, the Legend Cub blends the best from the past with the best of today. It’s still possible to fly low, fly safely and fly for fun. It’s just hard to find an aircraft that does all this better than a Legend Cub.

So grab the stick and enjoy the view. Call today to schedule delivery of your Legend Cub.

AMERICAN LEGEND AIRCRAFT COMPANY
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