

Piper PA-11 Cub Special Model Guide

The Piper PA-11 Cub Special is a two-seat piston single built from 1947 to 1949. Registry data for the PA-11 family (PA-11 and PA-11S) shows up to 87 kt cruise, up to 380 nm range, up to 600 kg max takeoff weight and an 18000 ft ceiling. Those are family maxima, not figures for any one airplane. No variant-specific performance or weight data was supplied, so check the individual aircraft's papers.

KEY TAKEAWAYS

- Two-seat piston single, produced 1947 to 1949; the family is listed as PA-11 and PA-11S.
- Family-level maxima only: up to 87 kt cruise, 380 nm range, 18000 ft ceiling. Verify against the airplane's own documents.
- Check logbooks for Service Bulletin 868 (forward fuel header tank) and Service Bulletin 528D (wing lift struts).
- Piper treats compliance with both service bulletins as mandatory.

FORWARD FUEL HEADER TANK (SB 868)

Service Bulletin 868 (August 19, 1987) covers PA-11 serial numbers 11-1 through 11-1678. Accident reports showed the header tank behind the instrument panel could rupture and worsen a post-crash cockpit fire. The fix replaces part 10725-00 with the thicker-walled, welded-seam part 60763-02. Look for the logbook entry.

WING LIFT STRUTS (SB 528D)

Service Bulletin 528D (October 19, 1990) applies to PA-11 serial numbers 11-1 through 11-1678 with steel lift struts. It requires an inspection and corrosion treatment every 12 months, with internal corrosion or failed struts replaced. Part II calls for replacement with new sealed struts and a No Step decal. Check the strut type and the compliance entries.

SAFETY NOTES

- Corroded lift struts can weaken and could lead to strut failure. Confirm the last inspection, or whether sealed struts are fitted.
- The old forward fuel header tank could rupture in an accident and intensify a cockpit fire. Confirm the improved tank is installed.
- Both bulletins ask for a logbook entry. Treat a missing entry as unverified compliance.