

*Ace Features of the new*  
"CUB"

- America's leading training plane.
- It is inherently stable.
- It lands at only 29 miles per hour.
- Short take-off.
- Fast climbing.
- Dual controls.
- Easy to fly.
- Exceptional gasoline and oil mileage.
- Famous, four cylinder Continental motor.
- It will not fall out of control from any maneuver.
- It must be forced into a spin from which it instantly recovers when either or both controls are released.
- It is sturdily made and has proved itself to be tough enough to stand the abuse of beginners.
- 10,000 students now fly in "CUBS".
- Reliable enough to fly anywhere.
- Clear vision ahead, as well as from the sides and rear
- Comfortable cabin.
- More "CUBS" produced and sold during 1935 than any other commercial plane.



AMERICA'S SAFE AIRPLANE

*fly the*  
**NEW**  
"CUB"



*America's* **SAFE** *Airplane*

Manufactured by

**TAYLOR AIRCRAFT COMPANY**  
BRADFORD, PA.



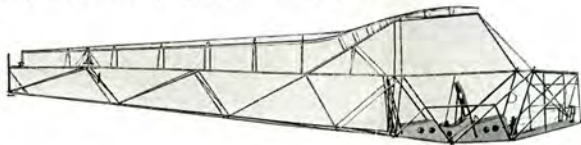
**T**HE NEW "CUB" Tail Assembly is jig-built of seamless, carbon steel tubing and jig-formed sections. Nothing in it to wear, loosen, or flap. Horizontal and vertical surfaces, secured to each other and to the fuselage with high alloy steel tie rods, give a tail

assembly that is firm, strong, stable, and sensitive to the controls.

The rudder is secured by three stout hinges. Elevators are also secured by three stout hinges. Stabilizer is adjustable in flight from the cockpit to compensate for various loads.

The NEW "CUB" Landing Gear is one of the split axle type—the kind used in big, expensive planes. There is nothing to catch on obstructions in landing or taxiing. Round, seamless tubing of chrome-molybdenum steel, welded into sections and securely hinged to the fuselage, results in a landing gear more than equal to the average needs. The "V"s are fabric covered to reduce drag. The New "CUB" shock cord absorber is simple in design and readily accessible. You ride smoothly over rough fields with no rebounding on hard landings. Wheels are cast aluminum with Zerk lubrication fittings.

The NEW "CUB" Fuselage is tough, strong, and rugged with extra strength where needed. Employing four, sturdy longerons, it is a nicely balanced and proportioned unit. The Warren Truss Principle, used in most steel railroad



*the new "CUB"  
is a beautiful airplane, but  
beauty is only skin deep. Under  
the new "CUB" 'skin' is sound,  
sturdy construction*

**A SOUNDLY  
ENGINEERED  
AIRPLANE**

bridges, is used in the NEW "CUB" for strength. Over 250 feet of seamless steel tubing of chrome-molybdenum and selected carbon steels is necessary to build a New "CUB" Fuselage. All joints are securely welded by experts making the welds

stronger

than the tubing itself. New "CUB" Fuselages are built with heavy jigs. Parts are all exactly alike and interchangeable. The finished Fuselage and all metal parts are protected against rust and corrosion.

Final inspection by experts is rigid and thorough.

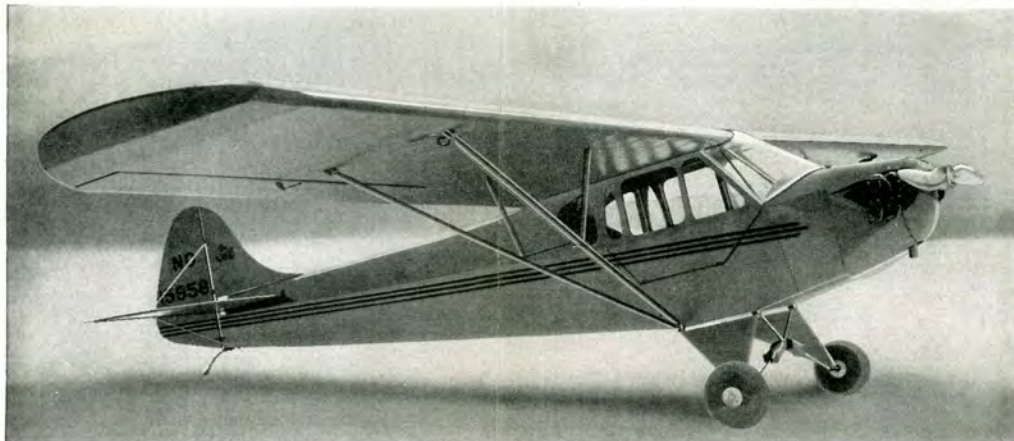
The NEW "CUB" Wing is all metal except the spars and fabric covering. Spars are solid spruce beams carefully selected to Army and Navy specifications and are more than equal to the maximum load ever needed. In each Wing are 12 major ribs and 12 supplementary ribs, all of Nicral—a nickel-aluminum alloy. Each major rib will carry a load of 355 pounds. Each rib is riveted into a solid unit, lighter yet stronger than wood. No glue, nails, pieces of wood, or cardboard are used. Nothing to rot, splinter or break. The Wing is soundly braced and counter-braced.

The streamline steel struts are more expensive but more reliable than outside bracing wires since they give strength both ways.

The New "CUB" Aileron is fabricated of Aluminum, riveted into a light yet sturdy unit. It is attached to the wing by three stout hinges.







## You can own a new "CUB" as easily as you can own a car

THE New "CUB" is America's first, big, safe airplane at pleasure car price. It costs less to fly than it does to run a popular priced car. And it is easier for the average person to fly than it is to drive a car. The New "CUB" is the outcome of hundreds of thousands of successful flights and millions of miles of flying. No effort has been spared to make it the safest, soundest ship in America—at a price that all can afford.

It is economical to operate; using but three gallons of gas per hour and little or no oil. It has a cruising speed of 70 miles per hour, yet it will land safely in a small area. It will take you anywhere—safely—and bring you back—safely. The great American urge to go places and do things is exactly met by the New "CUB". It is in tune with the times in both appearance and performance. Still another safety feature is provided in the dependable New "CUB" Power Unit—a Continental Motor with all of the inherent smoothness, power and safety afforded by four cylinders. This means that if one cylinder fails in flight, you lose only 25% of the power of the New "CUB", against 33 1/3 or 50% in three and two cylinder motors.

The youngest "CUB" Pilot on record is 11 years of age and the oldest is so sensitive to the age question that he won't tell. Whether you are eleven or seventy, man or woman, experienced pilot or just air minded, see and fly the NEW "CUB"—America's SAFE Airplane.

### Special Note To Novices and Flying Clubs

The New "CUB" is the easiest and safest airplane to learn to fly. Its low price enables you to gain flying experience with an extremely small investment. Its low cost of operation enables students to fly as much as they wish. 10,000 students are now flying "CUBS".

Thousands of people have learned to fly through "CUB" Flying Clubs, where "CUBS" are jointly owned by groups of students under the guidance of experienced pilots. This is one of the best and cheapest ways to fly. Investigate and instigate a "CUB" Flying Club in your community.

### The New "CUB" CABIN affords year around comfort

The Cabin of the New "CUB" is a revelation. Completely equipped for safe flying, it is roomy and comfortable in any season and any climate. For warm weather flying all of the advantages of an open cockpit may be enjoyed. Side window may be opened or closed in flight as desired.



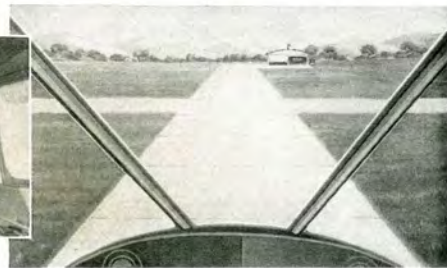
The New "CUB" Instrument Panel complete with altimeter, tachometer and oil pressure gauge shows how the ship is performing. The temperature gauge and gasoline gauge may be read at a glance.



In the New "CUB" Cabin two nicely upholstered seats are placed in tandem. Dual controls allow the ship to be operated from either seat by student, passenger or pilot. This makes the New "CUB" an ideal training plane and assures an additional degree of safety. Entrance to the Cabin is easy, even with heavy clothing and parachute, as the wide door opens up under the wing.



A sizable baggage Compartment (10" x 24") is conveniently placed directly back of the rear seat.

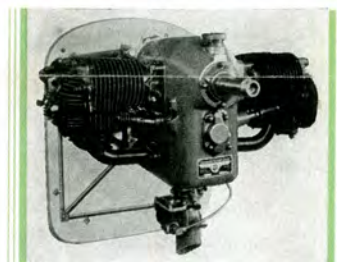


Another exclusive and extra safety feature of the New "CUB" is the perfect vision in all directions. Unlike most planes, the motor is so placed that it in no way interferes with clear vision ahead.

### Specifications of the New "CUB"

STANDARD EQUIPMENT	
Dual Controls, Altimeter, Tachometer, Oil Pressure Gauge, Temperature Gauge, Gasoline Gauge, Oil Gauge, First Aid Kit, Fire Extinguisher, Full Protection Windshield, Tool Kit, Log Book.	
Model Designation	J2
Length Overall	22' 5"
Height Overall	6' 8"
Wing Span	35' 2 1/2"
Total Area (Sq. Ft.)	178
Chord	5' 3"
Weight Empty	563 lbs.
Useful Load	407 lbs.
Gross Weight	970 lbs.
Take-Off Run	125 ft.
Climb, First Minute	400 ft.
Top Speed (Miles Per Hour)	85
Cruising Speed (Miles Per Hour)	70
Cruising Range (Miles)	200
Landing Speed (Miles Per Hour)	29
Landing Run	100 ft.
Service Ceiling	12,000 ft.
Gliding Ratio	10 to 1
Gasoline Consumption	3 gal. per hr.
Gas Tank Capacity	9 gal.
Oil Consumption	1/3 pt. per hr.
Oil Sump Capacity	4 qt.
PRICE F. A. F. Subject to change without notice.	

### DEPENDABLE CONTINENTAL ENGINE Type A-40-3, A.T.C. No. 72



This Continental Engine, A-40-3, is a four cylinder, horizontally opposed type, two cylinders on each side; direct drive, air cooled. This type engine affords unobstructed vision. Specifications: Bore, 3 1/2"; Stroke, 3 3/4"; Displacement, 115 cu. in.; Compression Ratio, 5.2:1; Magneto Ignition; Stromberg Carburetor.

The performance of the Continental A-40-3 Engine in the New "CUB" is a revelation in flexibility, economy and long life. This compact little engine of simple yet rugged construction, with ready accessibility of parts, develops 38 H. P. at 2550 r. p. m., giving a top speed of 85 miles per hour. This engine consumes three gallons or less of gasoline per hour.

PRICE OF THE NEW "CUB" with Continental A-40-3 Engine (Model J2, A. T. C. No. 595) [REDACTED]

Price without engine and propeller [REDACTED]  
(Prices subject to change without notice)

## ELEVEN TO SEVENTY — ALL FLY THE NEW

# "CUB"

Australian Representatives:

JULIUS, GARDINER & CO.

LAMES BUILDING  
32 JAMIESON STREET  
SYDNEY

Phone: B 2605



## SENSATIONAL

# NEW LOW-PRICED TAYLOR "CUB"

AMERICA'S FASTEST SELLING AEROPLANE

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OPEN "CUB," Plain Silver, Bronze Bearing Wheels ..	£670	0	0
CLOSED "CUB," Plain Silver, Bronze Bearing Wheels	685	0	0

### STANDARD EQUIPMENT

Dual Controls, Altimeter, Tachometer, Compass, Air-Speed, Oil Pressure Gauge, Temperature Gauge, Gasoline Gauge, Oil Gauge, First Aid Kit, Fire Extinguisher and Tool Kit.

### EXTRA EQUIPMENT

Special Colour Combinations:

All Yellow with Black Arrows	}	..	..	..	15	0	0
Blue Fuselage, Yellow Wings							
Green Fuselage, Yellow Wings							
Blue Fuselage, Silver Wings							
Green Fuselage, Silver Wings							
Any Colour other than above	..	..	..	35	0	0	
Roller Bearing Wheels	..	..	..	..	4	5	0
Carburettor Heater	..	..	..	..	1	15	0
Special Instruments							

Prices on application.

(Prices subject to change without notice.)

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Australian Representatives **JULIUS, GARDINER & CO.** 32 Jamieson St., Sydney