



Years in the Making: Ray Cook's Grand Champion Super Cub

Ray Cook, builder and owner of an award-winning 1959 Piper PA-18 Super Cub, might actually have avgas running through his veins in place of blood. "My dad started teaching me to fly when I was 14 in his J3 Cub, and I soloed on my 16th birthday in his Cessna 175," Ray recalls. "I still own the Cessna and taught both of my sons to fly in it. My nephews are also active pilots."

Ray attended Southern Illinois University in Carbondale, Illinois, and earned his Airframe & Powerplant mechanic certificate while there. He worked through all of his ratings and worked first as a flight instructor. From there, he upgraded to the right seat at a regional airline, and moved through the ranks as he gained experience

and flight time. Ray currently flies internationally for a major US-based airline.

With down time between trips flying for the airline and an A&P certificate in hand, Ray began restoring aircraft in 1998. He started with a 1946 Taylorcraft which won a bronze Lindy at EAA Airventure Oshkosh in 2001. His next project was a J3 Cub like the one he learned to fly in. This Cub was purchased as a wrecked project. Ray finished the Cub in 2005 and the airplane won another bronze Lindy for Ray's collection.

"I met Super Cub owners during the J3 rebuild process, and thought that a Super Cub project might not be that bad since I had already done a J3. I had only flown a Super Cub once before, but the project just kind of

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The Latest From the Wipaire Newsroom



evolved,” Ray commented. “Turns out, they’re really not that similar.”

N4273S came to the Cook family as another project, which Ray found on Barnstormers and Supercub.org. Located in Moorhead, Minnesota, the aircraft was in pieces, with the wings, gear, and engine removed. Ray rented a U-Haul truck in Moorhead and brought the airplane home knowing he wanted to put it on floats. However, floats were still a long way into the future.

“I had the intention of putting the Airframes Alaska 4” widebody fuselage on from the beginning, so I didn’t really care about the fuselage that came with the project,” Ray notes. “The project had come with new tailfeathers, but the wings were pretty rough. They had a STOL kit installed on them which I didn’t really care for. I found a set of new, never-used squared Dakota Cub wings for sale, and bought those.”

Ray decided he wanted to upgrade many of the original components of the aircraft and added items like extended-range fuel tanks, a new fuel selector valve, and high-pressure brake master cylinders (when the airplane isn’t on its Wipline 2100 amphibious floats, it’s resting on 31” Alaskan Bushwheels). Additionally, Ray was planning ahead for float installation. He worked with Wipaire’s regional sales manager for the eastern United States/Canada, Dan Gutz, to take delivery of Wipaire’s 2,000 lb gross weight kit along with the hydraulic system components. This allowed Ray to do all of the installation work before the airplane was covered, making for a clean and painless install.

“I was really hustling to make Oshkosh last year,” Ray notes. “I got the airplane out of my pole barn at home and over to the hangar at the airport on July 1st. We

still had to assemble the airplane, rig it, test fly it, and address any issues.”

Five days before the show, N4273S was assembled. However, it wasn’t all home free from there—the days leading up to the show were spent doing minor tweaks, investigating fuel leaks, changing the battery, and even pulling the engine. “I was really wondering if I was



going to make it or not,” Ray admits. “Thankfully, everything got done in time. It was a lot of fun—it’s always fun showing up there [Oshkosh] with a new airplane.”

Ray’s efforts in the restoration did not go unnoticed. He was awarded the highest award the EAA gives—a gold Lindy as Grand Champion in the contemporary



category (aircraft manufactured 1956-1970).

With a fresh Lindy in hand, Ray returned home to fly his Super Cub on wheels for the rest of the summer of 2014 and through the winter. Shod with 31” Alaskan Bushwheels, the Super Cub and Ray went exploring on frozen lakes and snowmobile trails. When spring rolled around, it was time for the airplane to come up to Wipaire’s facility in South St. Paul, Minnesota. The floats were installed and Ray took the opportunity to fly with Brian Addis, senior flight instructor for Wipaire sister company Lake & Air. “I was glad I did,” Ray adds. “I had gotten my seaplane rating back when I was in college and had seaplane experience, but I hadn’t flown Wiplines before. I had also never flown amphib before, so I was grateful to fly with Brian.”

Ray continues, “The way the thing handles in the water is just unbelievable. The nose comes up, it kind of rolls forward on the step and flies right away. The water’s always choppy where I fly due to boat traffic and the floats handle it really well. I’m really impressed and really happy with them. Dan was great to work with throughout the process. On any issues that did come up, Dan stepped up to the plate and took care of things.”

Now that this Super Cub has its webbed feet, what are Ray’s plans?

“First off,” he says, “as soon as I get a long weekend, my wife and I are going to head north and just see where we end up.” Beyond that, Ray intends to visit friends and family in the Midwest. “At one point,” he adds, “and I don’t know when I’ll be able to fit it in, I’d like to go to Alaska with the airplane—it’s definitely in the thought process!” 



“The way the thing handles in the water is just unbelievable. The nose comes up, it kind of rolls forward on the step and flies right away.”

Cleaning Up the Grease Confusion

Grant Wallace - Technical Support & Part Sales Manager

When I was asked to write this article, I thought “everyone should know this...” but it turns out that grease incompatibility has not always been a problem. In the early days of machine lubrication there were only a few types of lubricants and most were thickened with various clays and soaps. If a lithium and calcium soap grease were mixed you would only get a change in viscosity as they were considered compatible. But if either were mixed with clay-based grease you could get separation of the lubricants from the thickener, which in turn could cause a failure of the grease but it generally was not considered incompatible, just not good practice. However, as the technology in lubricants advanced the manufacturers began experimenting with refined products and more exotic thickeners to enhance performance. This step forward was a great improvement in lubrication but could easily be compromised if the maintenance staff did not understand the properties of the new lubricants. Mixing grease quickly became a practice to avoid. Over time avoidance of mixing greases was accepted as a standard practice but it was not understood by the maintenance technician. They simply followed the rule “Do not mix greases.”

Fast forward to present day and mixing greases, while well understood, has become a near impossible task for an aviation maintenance technician to confidently do. There are too many chemical variables to consider, and,

as aircraft maintenance technicians, our skills are not in the precise understanding of the chemistry with the newer complex greases. So we generally fall back on the standard motto: “Do not mix greases.”

While it is acceptable today to mix certain greases, it is generally easier and more common to simply replace or switch greases. If it becomes necessary to replace grease types there are a few precautions you should take to minimize the cross contamination that may result in a component failure.

When switching or replacing greases:

- Remove all traces of original greases.
- Clean the component thoroughly.
- Inspect the component for signs of wear or damage.
- Follow the manufacturer’s instructions regarding the use of the new grease.
- Check the component condition after its first use to ensure the new grease is performing properly.

In summary, when in doubt about grease it’s best to make a clean switch to protect your aircraft from unpredictable chemical interactions.

Our Experience at Wipaire...

When servicing our line of Wipline floats we use a few types of greases based on experience and float-specific applications. Of the many greases available, we have found that the following greases have worked for both us and several of our operators. As with any greases, these too, should not be mixed.

- A) Mobil Aviation Grease SHC 100
- B) BG Special HCF Grease 605
- C) Aeroshell Grease 22
- D) Green Grease



A



B



C



D

Wipaire's Leesburg Team Completes Major Twin Otter Repair



After an on ramp collision left two Twin Otter landplanes grounded in Florida, Wipaire stepped in to get them back in the air and back to work.

Wipaire's Leesburg, Florida maintenance team has completed its first major Twin Otter project. Two Twin Otters were damaged in a ground incident at the Sebastian, Florida airport and are back in the air thanks to the efforts of the entire Leesburg staff.

The aircraft were damaged in February and Wipaire's services team contacted the owner to offer our services to repair them. Wipaire had recently brought renowned Twin Otter expert Ted Delgado on board to develop the Leesburg team. Additionally, Bill Pike came to Wipaire to serve as the Leesburg facility's general manager and to form the backbone of a great team.

Ted immediately traveled to Sebastian to assess the damage and create a plan of work, estimating hours and parts to complete the repairs. After many phone calls and emails, Wipaire was awarded the job in late March, less than a month after being appointed as a Viking Factory Endorsed Service Centre on February 28th.

Once the work was awarded, the real work began. Ted and Blake Dorris, another Wipaire A&P mechanic, travelled to Sebastian and began dismantling both aircraft. The damage was extensive on the right wings of both aircraft. Additional damage to the nacelles, leading edges, and flight control surfaces was also evaluated. Tooling had to be moved, housing arranged, and all the shop supplies and furnishings had to be built to accommodate two wings off the aircraft and

the rebuilding of flight controls. Parts supply had to be rerouted so parts could be drop shipped to the site directly.

Keri Webb was tasked with handling the paperwork and issuing all purchase orders and tracking for receiving and certifications for parts. This was a complex process as the requests had to come in from Sebastian, then get translated into orders in Leesburg. When the parts arrived a few hours away, the requisite paperwork had to make the trip to Leesburg from Sebastian for proper filing and tracking. A solid parts flow and great technical support from Viking Air helped complete the work.

Bill Pike's introduction to Wipaire included diving headlong into a large project that was happening hours away from the office with parts, people, paperwork, and tooling spread across several locations. Good decisions and communications had the right people on the job site to keep the project on track.

The initial projection was to complete the project by the end of May. However, the work scope expanded with the discovery of additional items that needed to be addressed. The expansion of work pushed delivery of the first aircraft to June 5th with the second airplane being delivered on June 15th.

Kudos to the Leesburg staff for a job well done. More Twin Otter work is now in the schedule as their work is being recognized in the industry. 🛩️

Touch-Ups to Transformations: Paint Refinishing by Wipaire

One of the reasons Wipaire is an excellent destination for aircraft services is our experienced paint refinishing department. By having top-notch facilities and expert paint technicians on staff we are able to coordinate all of our departments to provide customers with a convenient service destination.

Our paint department is equipped with both the tools and expertise to complete a wide range of projects including full refinishing projects, paint touch-ups, and float and modification paint scheme matching.

Wipaire's world-class paint department employs state-of-the-art equipment to ensure not only an award-winning finish, but also employee and environmental safety. Our paint team employs industry best practices along with things like an EPA-compliant wastewater system to meet or exceed hazardous substance handling and disposal requirements.

The Wipaire paint department has worked on a variety of projects including government contracts, unique custom paint schemes, decal application and contracting with airbrush artists for truly remarkable customizations. A standout example of this is the amazing ocean themed Twin Otter that was completed in August of 2013.

We have recently been working to expand our paint capabilities and work force to continue to develop a stellar team. Recognizing that aircraft painting is a skilled job, we have made investments in personnel, equipment, and facilities in order to meet the changing expectations of our customers.

We hope to see your aircraft in our paint hangar some day!

[Click Here to View our Paint Refinishing Gallery](#)



Interns Find Success Through Wipaire Internship Program

Wipaire's Gateway to Success internship program for airframe and powerplant mechanic students was launched in May 2014. The program offers aspiring maintenance technicians a paid summer internship where they will work with experienced Wipaire mechanics and gain real-world experience across a variety of Wipaire's service offerings. While employment is not guaranteed at the end of the internship, interns will have the requisite skills and experience to be a top candidate for a position if one is available.

Two interns joined Wipaire for the summer in 2014 (see the Summer 2014 issue of the Wipaire Window), and one, Max Holly, has returned to a full-time job following his graduation earlier this year. "This is precisely what we wanted to see," commented Jason Erickson, Wipaire's director of maintenance. "Skilled mechanics are not born overnight—they take time to train and develop. This internship program is allowing us to equip these students with an employable skill set and professional attitude. Even better, we have the opportunity to hire an intern on full-time if a position is open. This summer internship is basically a long job interview you get paid for."

Max added, "The internship definitely gave me a head start, not only in the float world, but in a lot of different aviation applications. I was a lot more comfortable with everything. Through the internship, I learned a lot that wasn't covered in school."



Max Holly, one of our 2014 "Gateway to Success" Interns, has returned to Wipaire as a Full-Time Employee following his graduation.



Meet Our 2015 Gateway to Success Intern - Jessica Haag

We are pleased to welcome Jessica Haag to Wipaire as our 2015 Gateway to Success intern. Jessica is from Sleepy Eye, Minnesota and has completed her first year of school at Northland Technical College in Thief River Falls, Minnesota. Jessica had looked at joining the military and decided she wanted to try mechanics. She would like to learn to fly eventually, but for now she says working at Wipaire has been "really fun." Some projects she has worked on include changing tires, which she reports she is getting good at, and changing cables on a Partenavia P.68 Observer, along with sheet metal work on a Cessna Caravan. She has also had the opportunity to learn the TKS system on the Caravan. Before the summer is out, Jessica would like to try her hand at some powerplant work, along with hydraulic systems and avionics.

Boss 182 Engine Conversion Now Available for Landplanes

Wipaire, Inc. is pleased to announce that the most powerful factory-new engine conversion for the Cessna 182 is now available for landplanes. The Boss 182 Lycoming IO-580 engine conversion boasts a 58 pound (26 kg) gross weight increase on wheels. Owners can opt to use their existing engine mount, or can upgrade to Wipaire's heavy-duty engine mount (required for float installation as well as floatplane gross weight increases).

"We're excited to make the performance of the Boss 182 engine conversion available to owners of wheeled aircraft," commented Chuck Wiplinger, President and COO. "Often, we find that the performance- and utility-enhancing modifications we develop for the float market are desirable to landplane owners as well."

Owners seeking to upgrade to the Boss 182 engine conversion will see no decrease in useful load with the

engine conversion due to the 58 pound gross weight increase. Installation of the optional heavy-duty engine mount allows for the addition of Wipaire's floatplane gross weight increases at a later time. 



Single Point Fueling and Hartzell Propeller Mods Receive New Int'l Approvals

We are pleased to announce the validation of two Supplemental Type Certificates by the Civil Aviation Administration of China (CAAC). The CAAC has granted approval for Wipaire's single point fueling modification (STC SA00059WI) on the Cessna 208 Caravan, Cessna 208B Grand Caravan, Cessna 208B Grand Caravan EX, and the Quest KODIAK. Approval has also been received for Wipaire's Hartzell propeller upgrade for the Quest KODIAK (STC SA02991CH).

"As the Chinese market continues to develop and evolve, Wipaire is poised to support Chinese operators with new validations of previous approvals," commented Chuck Wiplinger, President and COO. "I'd like to congratulate and thank our engineering team for their ongoing work to make our products available to the Chinese market. We would also like to commend the CAAC for their work to develop aviation in China, and expect a bright future for Chinese aviation and Wipaire."

Dale Fehrenbach, Director of Sales and Marketing, added, "It's no secret that China is one of the most important markets in the world, with continued growth and investment in aviation. We look forward to bringing more products to China to support this growth."

First introduced in the United States in 1993, Wipaire's single point fueling modification brings safety and convenience to operators of both the Cessna Caravan series and Quest KODIAK. The modification allows the aircraft to be fueled on the ground, eliminating the need for ladders and enabling the aircraft to be filled more safely and expeditiously. The risk of damage resulting from over-the-wing fueling is also removed for aircraft equipped with a TKS anti-ice system. Wipaire's electronic monitoring system ensures that the aircraft is reliably topped off, while a digital display with touch screen controls provides an easy interface for the user. The single point fueling modification is also approved in Europe by the European Aviation Safety Agency (EASA), as well as in Brazil, India, Indonesia, Sri Lanka, and Canada.

Wipaire's Hartzell propeller upgrade for the Quest KODIAK received United States approval in July of 2011. Approved for both the landplane and floatplane KODIAK, the three-blade Hartzell propeller boasts a 15% increase in static thrust coupled with a water takeoff run reduction of up to 8 seconds. Additionally, the distance to clear a 50-foot (15 m) obstacle during takeoff is reduced by 400-600 feet (120-180 m). This modification is also approved in Indonesia. 

Caravan Exhaust Deflector Now Available for More Aircraft

Wipaire, Inc. is pleased to announce expanded eligibility for the Cessna Caravan series exhaust deflector. Previously only available for aircraft with a float kit installed, United States approval has been received via Supplemental Type Certificate SA03459CH for installation of the exhaust deflector on all Caravan models.

The exhaust deflector directs the exhaust away from the belly of the aircraft, keeping the belly cleaner. Caravan operators can now enjoy improved aircraft appearance with decreased cleaning time. The deflector is not available for aircraft equipped with the twisted exhaust and cargo pod or the TKS fairing, and is priced at \$3,840 installed. 



Wipline 10000 Floats Approved in China

We have received Chinese validation of Federal Aviation Administration (FAA) Supplemental Type Certificate SA01795CH for the installation of water-scooping Wipline 10000 floats on the Air Tractor AT-802 and AT-802A. Represented by sister company Fire Boss LLC, Wipline 10000 floats transform the Air Tractor 802-series Single Engine Air Tankers (SEATs) into versatile, responsive, and cost-effective scooping water bombers commonly referred to as Fire Bosses. The amphibious floats allow the Fire Boss to operate off of land or water, while scooping water from available sources close to the fire. Compared to other water bombers in aerial firefighting use, the Fire Boss is able to scoop out of much smaller lakes, decreasing the turn

time to return to the fire. Additionally, the Fire Boss can operate as a regular fire bomber if scoopable water is not available.

Dale Fehrenbach, Vice President of Sales for Fire Boss LLC, commented "The Fire Boss offers firefighting agencies a versatile tool that's not only effective on fires, but also a great value given its versatility and low cost. China is poised to be a key market for the Fire Boss in coming years, and we're excited to be able to support the demand."

Wipline 10000 floats for Fire Boss conversions are represented in China by Aviation Supplies Ltd. 



From the Wipaire Newsroom...

Welcome to Bill Pike - Leesburg Service Center General Manager

Wipaire, Inc. is pleased to welcome Bill Pike as the general manager of Wipaire's Leesburg, Florida service center. Bill joins Wipaire after 20 years of military aviation maintenance management and 15 years of civilian aviation management. He will be responsible for the general operations of Wipaire's service center at the Leesburg International Airport.

"We're excited to bring Bill on board," stated Paul Wells, Vice President of Aircraft Services. "The general manager position requires a well-rounded individual who can manage our team, interface with customers, and keep the facility running. Bill brings extensive experience in both military and civilian roles along with a strong aviation background."

Bill is a certificated Airframe & Powerplant mechanic and private pilot. He holds a bachelors degree in

professional aeronautics and a masters degree in aeronautical science from Embry-Riddle Aeronautical University.

Wipaire's Leesburg service center was established in 2013 to offer a convenient new location for customers based in the southeastern United States and the Caribbean. The facility is a Viking Factory-Endorsed Service Center with capacity for aircraft ranging in size from the Aviat Husky to the Viking Twin Otter. 



Calling All Seaplane Instructors and Students!

Are you a seaplane student?

Let us be the first to welcome you to the seaplane flying community! As you have already discovered, the seaplane pilot's lifestyle is one of adventure and freedom. In celebration of this accomplishment, Wipaire extends to you the opportunity to receive a custom-engraved "Freedom to Explore" medallion*.

Visit www.wipaire.com/medallion for details and to claim your medallion!

*Valid for ratings issued after May 23rd, 2012. While supplies last.



Are you a seaplane instructor or flight school?

Wipaire maintains an online listing of seaplane flight schools to help connect prospective seaplane pilots with training facilities. For more information on this program or to request more forms for your students, please contact Amy Gesch 651.414.6839 or email at agesch@wipaire.com.

Visit www.wipaire.com/training to be added to the list!

* Wipaire does not endorse any flight schools or instructors listed on the Wipaire website, in print materials, or referred to by employees.



Wipaire Goes BIG for EAA AirVenture 2015

We've outgrown our display space at Oshkosh, so we made it bigger! You'll find us in the same location near Hangar D, but we're excited to have some more room to showcase our broad range of products and services. Our new display will feature multiple display aircraft on floats as well as a new presentation inside our tent to unveil a brand-new product offering.



We hope to see you there!

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Enter to Win a Bose A20 Headset

Don't forget to stop inside the tent to enter our Bose A20 sweepstakes. Simply fill out the form on the iPad and you'll be entered! We'll draw for the winner on August 14th.



In celebration of Wipaire's 55 year anniversary we will be sharing highlights from our company history throughout the year. In this issue we will be looking at the years 1969-1990.

The Next Generation

Bob 'Wip' Wiplinger joined Wipline, Inc. in January 1970 after having received his aeronautical engineering degree from the University of Minnesota in 1968. By early 1970, Wipline, Inc. had outgrown its current facility at Fleming Field. In February of 1971, Ben moved Wipline, Inc. to a new 23,000 square foot facility on the bluff overlooking the Mississippi River. The new site had great river access and the Wipline Seaplane Base (09Y) was established. Production increased in the new facility and by December 14, 1974, the 100th set of Wipline amphibious floats came off the production line.



During the 1970s, Ben and Wip took on an extensive engineering project to float the N.22B Nomad, a twin engine utility aircraft built by the Australian Government Aircraft Factories (GAF). Though the Nomad aircraft had a short production run, the design for the Nomad float opened the door to other larger scale projects and became the forerunner for the popular Wipline 8000 float.

Wipline Joins Wipaire

In 1974 Wip expanded the range of services by founding Wipaire, Inc. to perform maintenance as a certified Cessna Service Center at Fleming Field. In 1979, Wipline, Inc. and Wipaire, Inc. came together when Wip purchased Wipline, Inc. from his dad.

Continuing in a tradition of engineering excellence, Wipaire introduced Wipline 6000 floats for the de Havilland Beaver in 1982. In addition, over ten performance and safety modifications were made available, allowing Wipaire to transform the Beaver into a true seaplane workhorse. In 1985, the first Wipline 8000 floats for the Cessna Caravan were launched. The combination of Wipaire's rugged amphibious

float and Cessna's sport utility aircraft has proven through the decades to be a successful combination with many applications.

Wipaire expanded their service offerings in 1989 with the addition of avionics and paint departments. The avionics department, under the leadership of Rick Wahlman, began providing repair and installation service to float customers. The paint department allowed floatplane owners to give new life to their airplane. The addition of these services enabled customers to truly leave Wipaire with their dream floatplanes.

By the mid-1980s, Wipaire, Inc. had grown to 35 employees and had sold an incredible 700 sets of floats.

Watch for more about the history of Wipaire in future emails and the next issue of the Wipaire Window or visit www.wipaire.com/history!



AIRCRAFT FOR SALE

Questions? Call Diane at 651-209-7190



1999 Cessna Caravan, 1,648 Hrs TT, Wipline 8000 Amphibious Floats, GNS 530W/430W WAAS Nav/Com/GPS, Commuter Seating, and more. \$1,450,000



See This Aircraft on Display at Oshkosh in the Wipaïre Booth (226-228)

N580ZZ 2015 Wipaïre Boss 182 Amphib Conversion, New Lycoming 580, Ly-Con Ported & Polished 340 HP, New Wipline 3000 Amphibs, Gross Weight Increase to 3500 lbs, New Custom Boss Paint Scheme, Upgraded Garmin GTN 750, Garmin GDL 88 TIS Traffic, EDM 730 Glass Engine Monitor, \$625,000



N580XX 2015 Wipaïre Boss 182 Amphib Conversion, New Lycoming 580, Ly-Con Ported & Polished 340 HP, New Wipline 3000 Amphibs, Gross Weight Increase to 3500 lbs, LYNX NGT 9000+, Active Traffic, ADS-B, MVP -50 Glass Engine Monitor, custom Boss 182 paint scheme and new interior available per customer specification, \$615,000



1959 DeHavilland DHC-2 Beaver, 10,900 Hrs TT, 400 SMOH, 400 SPOH, 6100 Amphibs, rebuilt in 1996, very clean with many mods and 5730# GW. \$490,000



See This Aircraft on Display at the Oshkosh Seaplane Base!

1983 Cessna A185F, 3,176 Hrs TT, Continental IO-520D 787 Hrs TT, GTN 750 IFR, Prop MTC 9-D 73 Hrs TT, Wipline 3000 Amphibs. \$279,000



1981 Cessna 206G IO-550, 4,367 Hrs TT, IO-550 175 Hrs SMOH, Wipline 4000 Amphibious, Co-Pilot Door, Horton STOL, "Wip" Tip Wing Extensions, Fresh Water Only, No Known Damage. \$240,000



NOW CERTIFIED! N2106Y 2015 Wipaïre Boss 182 Landplane Conversion! Factory New Lycoming 580 Engine 315 HP, Hartzell 82" Trailblazer "super prop", Garmin G500 Avionic Suite, G530W/G430W, XM WX, SVT, Garmin 800 Active Traffic, perfect paint and interior! Call for pricing!



1978 Cessna 182Q, Low time 2,423.7 Hrs TT, 138 Hrs SPOH, 1,004 SFRM, top of the line avionics suite, Touchscreen Garmin GTN 750/650 Nav/Com/GPS, XM/WX/Radio, STEC 55X Autopilot, needs nothing! \$145,000



2005 American Champion 7GCAA, 71.4 Hrs TT, Lycoming O320-B2B, Garmin GNC 420 GPS/Com, Garmin GTX 327, EI Digital EGT, CHT, OAT, Front Strut Speed Fairings, shows "as new" or BETTER! Call for Details



2005 Found Aircraft FBA-2C, 1,450 Hrs TT, Aerocet 3400L Amphib Floats, Airglide 3600 Hydraulic Skis (both excellent condition), Garmin 250XL Com/GPS, Garmin MX20 MFD. Call for Details



1976 Piper PA-32-260 Cherokee 6, 3,062 Hrs TT, 206 Hrs SMOH, GNS 430 Nav/Com/GPS/IFR, Garmin GA 56 (spare), Skywatch 497 Active Traffic, Century III Auto Pilot w/ Alt Hold. Call for Details

View Full Specs and All Aircraft Listings at www.wipaïre.com