
1996 Thorp T-18



Wolfe Aviation

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Description:

The Thorp T-18 is a two-place, all-metal, home-built aircraft designed in 1963 by John Thorp.

The Thorp T-18 was originally designed as an open cockpit aircraft, powered by a military surplus Lycoming O-290G ground power unit engine. It later evolved into a fully bubble canopied aircraft with Lycoming O-360 engines of up to 200 hp. John Thorp was the first to incorporate the stabilator, an all-flying tail, in a home-built aircraft. This design later inspired Piper Aircraft in their Cherokee line of planes. These design improvements made the T-18 one of the most popular home-built designs of the 1970's and 1980's.

By 2011 over 1,600 sets of plans had been sold and 400 examples were flying. However, when the VAN RV series aircraft was brought to the market, the Thorp T-18 market share dwindled. Nevertheless, many would argue today that the Thorp T-18 is the best home-built aircraft to ever fly. In 1976, a T-18 aircraft made the first successful circumnavigation of the world by a home-built aircraft, taking off from Oshkosh, Wisconsin. It also made the first flight across both the geographic and magnetic north poles.

T-18 plans were available to builders from Eklund Engineering (Richard Eklund is the owner and builder of N181RE, this Thorp T-18), which was also developing a laser-cut kit version and as of 2009 had aileron, flap and empennage kits. Classic Sport Aircraft at one time supplied plans, parts, and kits for the S-18 and the S-18T tricycle gear version, but went out of business in 2014. Thorp Central acquired the assets of Classic Sport Aircraft and now provides S-18 plans and parts.

Details:

- Registration: N181RE
- Serial Number: 195
- Airframe Time: 327 hours total time since new
- Engine: Lycoming O-360-A2A; 180 HP sn: L-16709-36A
327 hours SNEW; 2,000 hour TBO
Engine manufactured in 1995, installed onto N181RE January 1996
2 hours since IRAN inspection 03/03/2011
- Propeller: Sensenich Propeller Mfg. Co. 72FM8S16-1-85 two blade fixed pitch
2 hours since prop overhaul
Propeller overhauled by Stockton Propeller, Inc. 02/02/2011
- Inspection: 12 month condition inspection due
Transponder test due
ELT battery replacement due
All logbooks
- Damage: Runway overrun nose over incident 06/27/2006 repairs made 05/08/2013
- Price: \$44,500 USD
- Home Base: Stockton Metropolitan Airport (KSCK), Stockton, California

Avionics & Instrumentation:

- Nav: Garmin GPSmap 396 (included, not shown) with panel mount and cabling
- Com: Icom IC-A200 digital Com
- Transponder: Bendix/King KT76A Mode C transponder
- Encoder: Trans-Cal Industries SSD120 remote altitude encoder
- Altimeter: Kollsman 25,000' altimeter
- Compass: Whiskey compass
- ADS-B Out: Not equipped with ADS-B Out
- Multifunction: Davtron M655 OAT, pressure/density altitude, voltage indicator
- ELT: Ameri-King ELT with panel mounted switch and indicator

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- RC Allen A1D cylinder head temperature indicator
 - Edo Aire EA5172 airspeed indicator
 - UMA vertical speed indicator
 - Stewart Warner amperage meter
 - Stewart Warner oil pressure indicator
 - Stewart Warner oil temperature indicator
 - Stewart Warner fuel level indicator
 - Pilot and copilot stick PTT switches
 - Standard pilot and copilot Com jacks
 - Avionics master switch

Additional Features:

- N181RE was built using John Thorp's original tooling
- Laser cut aileron assembly installed 09/14/1997
- Cleveland brakes
- Nav lights
- Carb heat

Exterior:

- Aircraft fuselage and empennage aluminum metal finish with black registration number
- Condition 7 (Professional Aircraft Appraisal Organization Exterior Grading Guide)

Interior:

- Beige textured vinyl side panels
- Pilot and copilot beige, tan and brown velour fabric seats with folding seat backs, matching lap belts and two point shoulder harnesses
- Beige floor carpeting
- Condition 6 (Professional Aircraft Appraisal Organization Interior Grading Guide)

Specifications:

- Wingspan: 20' 10"
- Length: 18' 10"
- Height: 5' 1"
- Gross Weight: 1,600 lbs.
- Useful Load: 676.4 lbs. actual
- Fuel Capacity: 25 gals usable

Performance:

- Rate of Climb: 1,500 fpm
- Max Speed: 200 kts
- Normal Cruise: 180 kts

Range:

- Normal Range: 540 nm
- Max Range: 850 nm
- Service Ceiling: 18,000 ft

Distances:

- Takeoff Distance: 1,000 ft
- Landing Distance: 1,800 ft