

AIRCRAFT SPRUCE KITS

COZY MARK IV



The Cozy MK IV is a high-performance, four-seat canard aircraft which is comfortable, efficient, and economical to build. It has a range of about 1,000 miles and a top speed of 200 mph. When constructed according to plans and operated within the approval C. G. range, the canard configuration makes it highly resistant to stalls or loss of position control. The MK IV features full dual control and two-axis trim. The composite construction is very strong, resistant to corrosion and fatigue, and offers better protection to the occupants than other types of construction. Aircraft Spruce acquired the Cozy design rights in January 2004 and is now the sole source for Cozy plans and info packs.

- Cozy Mark IV Plans P/N 01-00178.....
- Cozy Mark IV Info Pac P/N 01-00566.....
- Cozy "M" Drawings* P/N 01-00570.....
- Cozy Newsletters on CD P/N 01-00569.....
- Cozy Owners Manual* P/N 01-00565.....
- Cozy Mark IV DVD "Award Winning" P/N 01-00982.....

* Can only be sold to a builder, must provide plans # to order.



FREE INSTRUCTIONAL VIDEO WITH PLANS

Building the Rutan Composites – This step-by-step instructional program features Burt Rutan and Mike Melvill proceeding through the complete foam-epoxy-fiberglass composite construction procedure as used on the VariEze, Long-EZ, Quickie, Q2, Dragonfly, Sea Hawk, and other composite aircraft. Also included is a formation flight by the Long-EZ, Defiant & VariViggen. A must for all composite aircraft builders. 1hr, 36 mins. DVD
P/N 13-04809.....

COZY MATERIALS KITS

SECTION I KITS

	Part #	Price
Foam Kit.....	01-01410	
Fiberglass Kit.....	01-01415	
Wood Kit.....	01-01420	
Hardware Kit.....	01-01430	
Metal Kit.....	01-01425	
Misc. Mats.....	01-01440	
Tools Kit.....	01-01435	
Fuel Fittings.....	01-01431	
Epoxy Kit.....	01-38201	

SECTION II KITS

	Part #	Price
Bolts.....	01-01505	
Screws.....	01-01510	
Washers.....	01-01515	
Nuts.....	01-01520	
Nutplates.....	01-01525	
Rivets.....	01-01540	
Fittings.....	01-01535	
Foam.....	01-00297	
Expoxy.....	01-01545	
Metal.....	01-01530	
Misc.....	01-01560	
Fiberglass.....	01-00298	

CHAPTER KITS

	Part #	Price
Chapter 4 Fuselage Bulkhead.....	01-00256	
Chapter 5 Fuselage Sides.....	01-00257	
Chapter 6 Fuselage Assy.....	01-00259	
Chapter 7 Fuselage Exterior.....	01-00260	
Chapter 8 Headrest, Heatduct, Seatbelt.....	01-00261	
Chapter 9 Main Gear-Brake.....	01-00263	
Chapter 10 Canard Construction.....	01-00264	
Chapter 11 Elevators.....	01-00266	
Chapter 12 Canard Installation.....	01-00267	
Chapter 13 Nose Gear.....	01-00268	
Chapter 14 Center section Spar.....	01-00271	

	Part #	Price
Chapter 15 Firewall Accessories.....	01-00272	
Chapter 16 Control System.....	01-00273	
Chapter 17 Pitch-Roll-Trim.....	01-00275	
Chapter 18 Canopy.....	01-00277	
Chapter 19 Wings & Ailerons.....	01-00280	
Chapter 20 Winglets & Rudders.....	01-00282	
Chapter 21 Strake-Fuel-Baggage.....	01-00283	
Chapter 22 Electrical.....	01-00285	
Chapter 23 Engine-Prop Installation.....	01-00286	
Chapter 24 Covers Fairing.....	01-00291	
Chapter 25 Finishing.....	01-00292	



CHRISTAVIA MK-1/MK-2 & MK-4

Aircraft Spruce & Specialty Co. has acquired the design rights to the popular Christavia MK1, Christavia MK2, and Christavia MK4 homebuilt aircraft from the designer, Ron Mason of Elmwood Aviation in Canada. The Christavia was designed in 1982 as a mission field workhorse. Design requirements were short take-off and landing, small engine (low fuel consumption), low stall speed, good cruise speed and rate of climb, large cabin area, low maintenance and high safety factor. The Christavia is easy to fly, and the large cabin makes long flights very comfortable. Over 1000 sets of the plans have been sold for the MK1 (two place tandem), MK2 (two place side-by-side), and Christavia MK4 (four place). Aircraft Spruce has plans available for these aircraft at \$225 per set as well as an information pack for \$10. Complete materials packages for construction of the aircraft are available from Aircraft Spruce.

Christavia MK-1/MK-2 Info Pack P/N 01-00662 **FREE**

CHRISTAVIA MK-1 KIT PRICE LIST

MK-1/MK-2 Info Pack.....01-00662..... FREE	Spruce Kit for MK-1.....01-39810.....	MK-1 4130 Sheet Kit.....01-39850.....
MK-1 Plans.....01-00663.....	Plywood Kit (MK-1).....01-39820.....	MK-1 Hardware Kit.....01-39860.....
MK-2 Supplement.....01-00664.....	MK-1 Alum. Sheet Kit.....01-39830.....	MISC Kit for MK-1.....01-39870.....
MK-2 Plans Complete.....01-00692.....	MK-1 4130 Tube Kit.....01-39840.....	MK-1 Spruce Kit.....01-39880.....

CHRISTAVIA MK-4 KIT PRICE LIST

MK-4 Info Pack.....01-00683..... FREE	MK-4 Plans.....01-00665.....	MK-4 4130 Tube Kit.....01-00674.....
MK-4 Misc. Kit.....01-00675.....	MK-4 4130 Sheet Kit.....01-00676.....	MK-4 Plywood Kit.....01-00677.....
MK-4 Aluminum Kit.....01-00678.....	MK-4 Hardware Kit.....01-00679.....	

AIRCRAFT SPRUCE KITS

STARDUSTER TOO SA 300



The Starduster Too was built to fill a need for a reasonably sized, 2-place, open sport biplane. Stability is good and the light wing loading makes slow landing and short-field operation outstanding. The main structure of the aircraft is built of 4130 steel tubing and sheet stock and has no machined fitting or other complicated bends. The wings have spruce spars and the ribs are made of 1/4" plywood. Construction of the plane has been kept as simple as possible. The Lycoming O-360 (180 hp or 200 hp) is the best size engine for the aircraft.

Plans P/N 01-00424
 Info Pack P/N 01-00596 **FREE**

ACRODUSTER TOO SA 750



This two-place biplane is about 10% smaller than the Starduster Too. It is a very strong machine designed to +/-9 G. It is a high performance machine meant for minimum of 180 and up to 360 horsepower. The roll rate is spectacular with four ailerons and symmetrical wings.

Plans P/N 01-00427
 Info Pack P/N 01-00443 **FREE**

STARLET SA 500



A low-horsepower, single-place parasol, this is a fun machine. Easy to build and easy to fly, it is the best of both worlds. Engines in the 65 to 125 HP range work best. Excellent visibility and a pretty design keep your excitement high.

Plans P/N 01-00428
 Info Pack P/N 01-00463 **FREE**

V-STAR SA 900



This is an exciting, single place biplane. Rated for +/-6 G, this machine will keep you smiling. With stall speed approaching 35 mph and horsepower in the 75 to 85 range, fun flying is not slowed at the gas pump.

Plans P/N 01-00429
 Info Pack P/N 01-00471 **FREE**

STARDUSTER ONE SA 100



This is the single place biplane designed by Lou Stolp back in 1964 that started it all. It as a very easy aircraft to fly, powered by engines in the 125 horsepower range - A fun machine! Constructed with a 4130 steel fuselage, wood spars and ribs, and covered with fabric. The

Starduster One can only classified as "classic".
 Plans P/N 01-00425
Info Pack P/N 01-00471 FREE

STARDUSTER KITS & COMPONENTS

PART NO	DESCRIPTION	PRICE
01-00436	STARDUSTER TOO AILERON FILLETS	
01-00437	STARDUSTER TOO COCKPIT COWLING	
01-00438	STARDUSTER TOO SA300 NOSE BOWL	
01-00439	STARDUSTER TOO TDECK W/ HDREST	
01-00440	STARDUSTER TOO WHL PNTS 600X6	
01-00597	STARDUSTER / ACRODUSTER VIDEO	
01-00978	STARDUSTER / ACRODUSTER DVD	
01-00485	STARDUSTER TDECK SA300 & SA750	
01-00491	O-235-N2C ENGINE 4 STARDUSTER	
01-00494	O-320-D1A ENGINE 4 STARDUSTER	
01-00495	IO-320-D1B ENGINE 4 STARDUSTER	
01-00496	O-360-A1A ENGINE 4 STARDUSTER	
01-00502	STARDUSTER AILER FILLET LEFT	
01-00503	STARDUSTER AILER FILLET RIGHT	
01-00560	STARDUSTER TOO COBANE STRUTS	
01-00561	STARDUSTER TOO I STRUTS	
02-00052	STARDUSTER TOO SA300 SPAR KIT	
02-08200	STARDUSTER SINGLE PLACE SPAR	
02-08300	STARDUSTER TOOSPAR KIT	
03-15700	STARDUSTER TOO 4130 TUBING KIT	
04-00778	STARDUSTER FORKEND	
04-00780	STARDUSTER TANK FLOPPERS	
05-01078	STARDUSTER TOO SA300 CLR WND SH	
05-01079	STARDUSTER CANOPY CLR 1-PLACE	
05-01081	STARDUSTER CANOPY CLR 2-PLACE	
05-01084	STARDUSTER TOO SA300 TAILWHEEL	
05-01086	STARDUSTER TLWHL CONN. SPRG KT	
05-01087	STARDUSTER LNDG GEAR MATER. KT	
05-01090	STARDUSTER TOO HORIZ TAIL ASSY	
05-01091	STARDUSTER TORQUE TUBE ASSY	
05-01092	STARDUSTER TOO FUSEL. MAT. KIT	
05-01096	STARDUSTER TOO MAT. KIT WINGS	
05-01103	STARDUSTER AILERON HINGE ASSY	
05-01104	STARDUSTER AILERON DRV HRN ASSY	
05-01112	STARDUSTER AIRLN SLV STRT HRN	
05-01138	STARDUSTER TOO SA300 CLR BUBBL	
05-01139	STARDUSTER TOO SA300 GRAY WND S	
05-01141	STARDUSTER TOO SA300 GRN WND SH	
05-01142	STARDUSTER TOO SA300 GRAY BUBL	
05-01143	STARDUSTER TOO SA300 GRN BUBBL	
05-01193	STARDUSTER CANOPY GRAY 1-PLACE	
05-01194	STARDUSTER CANOPY GRN 1-PLACE	
05-01195	STARDUSTER CANOPY GRAY 2-PLACE	
05-01196	STARDUSTER CANOPY GRN 2-PLACE	
05-01211	STARDUSTER TOO TIE ROD SET W/T	
05-19700	FUEL TANK STARDUSTER I (MAIN)	
05-19710	FUEL TANK STARDUSTER I -INVERT	
05-19720	FUEL TANK STARDUSTER I (WING)	
05-19800	FUEL TANK STARDUSTER II (MAIN)	
05-19810	FUEL TANK STARDUSTER II INVERT	
05-19820	FUEL TANK STARDUSTER II (WING TANK)	
06-00173	STARDUSTER TOO BUNGEE CORD	
06-00174	STARDUSTER TOO ALUM LNDGNG GR	
06-00177	STARDUSTER TOO STEEL LNDG GEAR	
06-00179	STARDUSTER 500X5 WELD-ON AXLE	
06-03935	STARDUSTER II LANDING GEAR*	
08-00897	STARDUSTER TOO STD ENG MOUNT	
08-00898	STARDUSTER TOO SA300 FRWL GALV	
08-00901	STARDUSTER EXHAUST SYSTEM 6CYL	
08-00966	STARDUSTER TOO FIREWALL SS	
08-00967	STARDUSTER TOO FIREWALL GALV	
13-02417	STARDUSTER TECHNICAL TIPS	
13-02434	1 STARDUSTER PIN	
13-02436	STARDUSTER PATCH SMALL	
13-02437	STARDUSTER PATCH LARGE	
13-02676	STARDUSTER DECAL	
01-00468	SUPERSTARDUSTER BLDG THE GOLD6	
05-03381	VITON 75 41 X 2 MM O-RING	

*Note: This Landing gear is NCNR, may not be cancelled or returned. Lead times are always 6-8 weeks.

ORDER PLANS, COMPLETE MATERIAL KITS AND REQUEST FREE KIT LISTS FOR ALL STARDUSTER AIRCRAFT DIRECT FROM AIRCRAFT SPRUCE.

AIRCRAFT SPRUCE KITS

WITTMAN TAILWIND



Introduced at the first EAA fly-in 1953, Tailwind was designed and built by legendary designer and air racer Steve Wittman. This high performance homebuilt is constructed with a steel tubing fuselage, wood wings, and fabric covering. It offers exceptional cruising speeds and is economical to operate and maintain. Aircraft Spruce acquired the rights to the Tailwind in January 1996 and is currently the exclusive distributor for plans and materials kits. Complete information package and materials list is available.

W-10 SPECIFICATIONS

Length: 19' 6" **Wing Span:** 24' **Wing Area:** 90 Sq. Ft.
Engine: Cont. 85, 90, 100 or 145 HP - Lyc. 108-160 HP
Cruising Speed (Vc): 150 to 190 MPH

Wittman Tailwind Info Pk/Kit Price List	P/N 01-10003	FREE
Wittman Tailwind Plans	P/N 01-10007	*
Wittman Olds V-8 Eng. Conversion Plans	P/N 01-10002	
Wittman V-Witt Racer Plans	P/N 01-10009	*
Wittman VW Prop Shaft extension	P/N 01-10006	

TAILWIND / V-WITT KITS

Tailwind 4130 Tube kit	P/N 03-15800
Tailwind Complete Spruce Kit	P/N 02-06500
Tailwind Spruce Spar Kit	P/N 02-08500
Tailwind Landing Gear	P/N 06-00139
Tailwind Tailspring	P/N 06-00140
V-Witt Spar Kit	P/N 02-08600

**Ask about prefabricated parts available for the Tailwind*

BABY GREAT LAKES, SUPER BABY LAKES, AND BUDDY BABY LAKES

BABY GREAT LAKES MATERIALS REQUIREMENTS

Kit #1 Spruce and Plywood Kit	P/N 02-03910
Complete Spruce Kit Only	P/N 02-03900
Spar Kit only	P/N 02-06700
Kit #2 Wing Metals Package	P/N 01-10020
Includes finished parts requiring machining	
Kit #3A Wing Hardware Kit (Baby Great Lakes)	P/N 01-10030
Kit #3B Wing Hardware Kit (Super & Buddy)	P/N 01-10035
Kit 4130 Steel Tubing and Sheet Kit	
Baby Great Lakes Kit-4A	P/N 03-14300
Super Baby Lakes Kit-4B	P/N 03-14310
Buddy BabyLakes Kit-4C	P/N 03-14320
Kit #5 Landing Gear/Brakes Kit	P/N 01-10040
Kit #6 Wing Alignment Materials Package	P/N 01-10050
Kit #7 Fuel Tank and Installation Package	P/N 01-10060
Kit #7A Fuel tank Installation Kit	P/N 01-10070
Kit #8 Flying Controls Materials Package	P/N 01-10080
Kit #9 Fairings, Firewall, Instrument & Fuselage Panels w/Hardware	P/N 01-10090
Kit #10 Poly - Fiber Materials Package	P/N 01-10095
Baby Great Lakes Top Nose Cowl	P/N 05-02883
Baby Great Lakes Bottom Nose Cowl	P/N 05-02884
Seat for Buddy Great Lakes	P/N 05-02885
Baby Great Lakes Fuel Tank (Standard 10 Gal.)	P/N 05-03058
Baby Great Lakes Feul Tank(3" Longer 11 Gal.)	P/N 05-03059

ASK ABOUT THE MANY PRE-FABRICATED PARTS AVAILABLE FOR BABY GREAT LAKES AIRCRAFT.

BABY GREAT LAKES



The Baby Great Lakes (one place) and Buddy Great Lakes (two place) aircraft are well proven designs which are easy to construct and fly, provide classic good looks, and are aerobatic. Construction is of wood and steel tubing and plans are well presented for the first time builder. Aircraft Spruce & Specialty Company acquired all rights to these designs in May, 1996 and now offers info packs, plans, raw materials kits, and pre-fabricated kits for these fine aircraft. Contact Aircraft Spruce for information on info packs and plans.

Baby Great Lakes Info Packs	P/N 01-10013	FREE
Plans for Baby Great Lakes	P/N 01-10010	
Plans for Super Baby Lakes	P/N 01-10011	
Plans for Buddy Baby Lakes	P/N 01-10012	

ACROLITE



Aircraft Spruce & Specialty is the exclusive supplier of plans and materials packages for Ron Wilson's aerobatic aircraft design, the single seat Acrolite. Complete construction material packages, 16 in total, for the Acrolite can be purchased for under \$10,000.

The Rotax 912 engine is used in the prototype. The Acrolite can also be built with the Rotax 532-618.

Acrolites are designed to be a quick, easy build for beginners. The biplane cruises at 110 mph, has a range of 250 miles, takes off and lands in 500 feet and has a service ceiling of 12,000 feet. Empty weight is 495 lbs. and gross is 750. The airplane stands six feet tall, is 17' long and has 133 square feet of wing area. It is designed for sportsman aerobatics.

The Acrolite was chosen as one of two finalists in the Scratchbuild Design Contest which was sponsored by Aircraft Spruce & Specialty.

ACROLITE KITS

Info Pack,	P/N 01-20005	FREE
Plans,	P/N 01-20090	
Plans Kit includes Plans, Builders Manual, Maintenance Manual and Photo Set.		

MATERIALS REQUIREMENTS

Kit #1 Aluminum Tube Kit,	P/N 01-20010
Kit #2 4130 Tube Kit,	P/N 01-20015
Kit #3 Aluminum Sheet and Bar Kit,	P/N 01-20020
Kit #4 4130 Sheet and Bar Kit,	P/N 01-20025
Kit #5 Aluminum Wing Kit,	P/N 01-20030
Kit #6 Misc. Wood Kit,	P/N 01-20035
Kit #7 Wood Wing Kit (Optional),	P/N 01-20040
Kit #8 Fastener kit,	P/N 01-20045
Kit #9 Control System Kit,	P/N 01-20050
Kit #10 Fuel System Kit,	P/N 01-20055
Kit #11 Misc Hardware Kit,	P/N 01-20060
Kit #12 Wheels and Brakes ,	P/N 01-20065
Kit #13 Misc. Accessories Kit,	P/N 01-20070
Kit #14 Basic Instruments Kit,	P/N 01-20075
Kit #15 Covering Kit,	P/N 01-20080
Kit #16 Cowl Kit,	P/N 01-20085

AIRCRAFT KITS

VAN'S AIRCRAFT (RV)

Van's Aircraft, Inc. has been a leading supplier of aircraft kits since 1973. Since their first offering RV Aircraft have become known their wide performance envelope and sporty handling qualities. While the RVs are excellent cross-country airplanes, they are not simply "go-fast" machines. They are also aerobatic (except RV-9A) and have outstanding low speed characteristics and short-field capabilities; a rare combination. First and foremost, though, they are fun to fly. Their controls are light, responsive, and beautifully harmonized.

RVs are aluminum monocoque structures. The aluminum skins are supported by an internal structure of ribs, spars & bulkheads, just like production light aircraft. Conventional "AN" aircraft rivets are used to fabricate the aluminum structure. The cowling, wing tips, wheel fairings and similar non-structural fairing parts are made of fiberglass.

The latest design, the RV-9/9A, is designed to be an easy-to-fly, economical, versatile sportplane. It was designed for day-to-day flying, local trips and short cross-countries, with only occasional long flights. The performance it provides is useable every day. It's so easy to fly that low time pilots can make a quick and painless transition. Its short field performance permits it to easily use all the "fun" airports around. When it's time for that long cross-country, the RV-9/9A gets you there & back almost as quickly as many of the "go-fast" designs.

Van's is now making steady progress with a four-place airplane they've designated the RV-10. They hope to fly in the spring of 2003, and the best estimate for the aircraft to hit the market is late 2003.

RV-9A

Empty Weight 1,028-1,075 lbs.
Top Speed 170-194 mph at gross
Gross Weight 1600-1750 lbs.
Stall Speed 44 mph at gross
Engine 118-160hp
Take Off Distance 350-250 ft.



Aircraft Spruce is prime supplier of components used in RV aircraft and sold by Van's Aircraft.

For more info on the entire line of RV aircraft contact:

VAN'S AIRCRAFT INC.

14401 NE Kell Rd • Aurora, OR 97002
Phone: (503) 678-6545 • Fax: (503) 678-6560
info@vansaircraft.com • www.vansaircraft.com

WITTMAN BUTTERCUP



We all want to fly fast and land slow. Sylvester "Steve" Wittman solved the problem. Wittman built two types of airplanes: Racing machines and Travel machines. The ancestors of these two blood lines were Chief Oshkosh and Buttercup. The Buttercup was built as a utility hauler, and there was only one made - in 1937. He flew it all over the western hemisphere, from Alaska to Bermuda, Florida to Oregon. The Buttercup almost made it into production (cancelled due to WWII) coming to the interest of Fairchild as a four-place project, called the 'Big X'. One plane was built for them by "Witt" - a 4-place, 6 cylinder, 130 HP Franklin powered prototype.

The real genius of the Buttercup design is Wittman's claim of 38 - 40 mph (indicated) slow-flight speed and a near 150 mph top speed, and all on 85 hp! The high speed is vintage Wittman, the low speed is due to an ingenious flap-coupled, retracting lead edge design (seen in today's airliners). Earl Luce of LuceAir, Inc. has 'revived' the Buttercup, featured in the April, 2003 issue of Sport Aviation. Kits and fabricated assemblies for the Buttercup are available from Aircraft Spruce. For info and plans contact: **LuceAir • 35 Beverly Dr. • Brockport, NY 14420**

Ph: (585) 637-5768 • Fax: (585) 387-8920
www.luceair.com • e-mail: luceair@att.net

Buttercup Retractable Lead Edge Kit P/N 01-00474
Buttercup Fuselage Sides Kit P/N 01-00475
Buttercup Fuselage Completion Kit P/N 01-00476
Eppenage Vert-Hort Stabilizer Kit P/N 01-00477
Buttercup Wing Wood Kit P/N 01-00478
Buttercup Wing Metal Kit P/N 01-00479
Buttercup Flaps & Ailerons Kit P/N 01-00480
Buttercup Lift Strut Kit P/N 01-01055
Buttercup Engine Mount-Land Gear P/N 01-00482
Buttercup Controls & Finishing P/N 01-00483
Buttercup Covering Kit P/N 01-00571

LANCAIR AIRCRAFT



Founded in 1984 by Lance Neibauer, Lancair has become one of the most successful kit manufacturers in the world. The company manufactures a number of kit aircraft including the Lancair ES and Super ES, and the world's fastest piston-driven aircraft, the Lancair IV and IV-P. Lancair aircraft hold several world speed records as well as championships in most major cross-country air races.

In July of 1999 The Legacy 2000 was introduced as the successor to the Lancair 320/360. The Legacy provides additional passenger and luggage space as well as increased performance over the previous Lancair 360. Using a 310 hp Continental IO-550-N, the Legacy achieves cruise speeds in excess of 276 mph at 8000 ft.

In Sept of 2001 Lancair International flew their turbine engine powered Lancair IV-P. Lancair has now introduced their newest version of turbine power: The Lancair Sentry. This Walter powered Lancair IV is a military-style tandem seat aircraft with left-side throttle controls, and a rear hinge canopy.

"The airplane performs very similar to the existing Propjet model, achieving a cruise speed of almost 400 mph!" Not only does this new Lancair kit yield blood-boiling speeds similar to the IV-P Propjet model, it also offers increased yaw stability and excellent visibility out of a newly designed rear hinge canopy.

For further information on all Lancair aircraft contact:

LANCAIR INTERNATIONAL
2244 Airport Way, Redmond, OR 97756
Phone: (541) 923-2244.
www.lancair.com

ZENITH



The ZODIAC XL is the newest model in the popular all-metal ZODIAC kit aircraft series from aeronautical engineer Chris Heintz, offering more performance and many new standard features. The all-metal, two-seat design features a new wing and canopy design, as well as many additional new features. The new XL prototype model is powered by the six cylinder Jabiru 3300, a new and affordable 110-hp engine from Australia. Lycoming O-235 (116-hp) and Rotax 912S (100-hp) engines have also been installed and flown in the prototype.

The ZODIAC XL is the perfect project for the first-time builder and the demanding sport pilot, bridging the gap between performance flying and affordable costs: Simple and quick to build — easy and fun to fly.

The new ZODIAC XL has been developed with the FAA's proposed Sport Pilot / Light-Sport Aircraft category in mind, and offers maximum performance and capability possible under the new proposed FAA category.

For detailed info on all Zenair™ kit aircraft designs contact:

Zenith Aircraft Company
Mexico Memorial Airport, PO Box 650
Mexico, Missouri, 65265-0650 USA.
Ph: (573) 581-9000 (Mon-Fri, 8-5 Central), Fax: 573-581-0011
info@zenithair.com • www.zenithair.com

AIRCRAFT KITS

THE DAISY MAE



The plans give detailed instructions for constructing The Daisy Mae Aircraft. Materials kit list is available from Aircraft Spruce. Over 200 pages of solid, easy to understand information on Design and Construction of the author's own personal biplane.

Easier to understand than A/C Design 101 and cleverly encased around the author's dry wit & humor. Plenty of illustrations. One EAA chapter president said: "I've had a chance to get into the guts of the book, WOW! This thing is a treasure for anyone who even has the slightest inkling of designing or building. This thing is like the Rosetta Stone . . . funny, true & Informative."



Plans for the Daisy Mae P/N 01-01003.....

THE MAKING OF THE DAISY MAE BOOK -

P/N 13-04086.....

PAZMANY PL-9 STORK



Pazmany PL-2

Pazmany PL-4a Part of the LSA class.



The original German Luftwaffe Fieseler F-156 Storch was an outstanding WWII airplane, designed to take off and land in extremely short distances. The Storch had a take off ground roll of 131 feet and a landing roll of 36 feet with 13 miles per hour head wind.

The Pazmany PL-9 Stork is a 3/4 replica. With the same flying and handling characteristics as the original German Aircraft. The PL-9 Stork is a professionally designed STOL aircraft. It has a well proven aircraft configuration designed for a number of functions such as fish spotting, forest fire detection, farm work, missionary work etc. It features a welded chrome alloy steel tube fuselage and aluminum sheet metal/fabric covered wings and empennage. The PL-9 Stork has a cruise speed of 104mph with a standard Lyc.O-320/150 hp engine. Aircraft Spruce is a major supplier of materials for the PL-9 Stork.

For more information, info pack and plans, contact:

Pazmany Aircraft Corp.
P.O. Box 80051 • San Diego, CA 92138
Phone: (619) 224-7330 • Fax: (619) 224-7358
info@pazmany.com • www.pazmany.com

PAZMANY PLANS

PL-9 Plans P/N 13-01505
PL-2 Plans P/N 13-01506
PL-2 Homebuilding Profile..... P/N 13-01509
PL-4A Plans..... P/N 13-01507
(Now part of the LSA class)



LONG-EZ

The Long-EZ designed by Burt Rutan, is a homebuilt aircraft derived from the VariEze. Changes from the VariEze include a larger main wing with modified Eppler 1230 airfoil and less sweep, larger strakes containing more

fuel and baggage storage, slightly wider cabin, and the ability to use a Lycoming 108 hp engine with no nose ballast. The aircraft is designed for fuel-efficient long-range flight and can fly for over ten hours and up to 1,600 miles (2,500 kilometers) on 52 gallons (200 liters) of fuel. The pilot sits in a semi-reclined seat and controls the Long-EZ by means of a side-stick controller situated on the right-hand console. In addition to having an airbrake on the underside, the twin tail's wing-tip rudders can be deflected outwards to act as auxiliary airbrakes. The aircraft will not stall in the manner of a conventional aircraft since, if the Long-EZ reaches too low a speed, the front (canard) wing will stall and lower the aircraft nose until speed is regained.

Kit lists and kit components are available upon request.

SONEX



Unique in design, the Sonex is a basic and economical all metal two-place monoplane. Both taildragger and tri-gear versions are available. The Sonex is 17.5 ft. in length and has a 22 ft. wing span. It features easily removable wings for transport and storage. Designed to meet the needs of both European and domestic aviators, it can incorporate various lightweight contemporary engines of 80-120hp (under 200 lbs. firewall forward). Suggested engines include the 2180 VW and 80-120hp Jabiru engines. Outstanding performance is achieved through its clean aerodynamic shape and simple, lightweight construction.

SONEX KIT BUILDERS

Wing Hardware Kit P/N 01-00005
Sonex Tri-Gear Hardware Kit..... P/N 01-00006
Sonex Fuselage Hardware Kit P/N 01-00008
Sonex Tail Dragger Hardware Kit P/N 01-00009

SONEX SCRATCH BUILDERS

Wing Hardware Kit P/N 01-00005
Sonex Tri-Gear Hardware Kit..... P/N 01-00006
Sonex Fuselage Hardware Kit P/N 01-00008
Sonex Tail Dragger Hardware Kit P/N 01-00009
Sonex Metal Kit P/N 01-00010
Sonex Wheel & Brake Kit..... P/N 01-00170
Sonex Tri-Gear Nosewheel Kit..... P/N 01-00171
Sonex Instrument Package
Sonex 2-1/4" Instrument Kit P/N 01-00014
Sonex 3-1/8" Instrument Kit P/N 01-00015
Waiex Builders
Waiex Hardware Kit..... P/N 01-00921
Sonex/Waiex Standard Gear Hardware Kit.... P/N 01-00922
Sonex/Waiex Tri-Gear Hardware kit P/N 01-00923

More information on the Sonex can be obtained by contacting:

Sonex Ltd.
P.O. Box 2521 • Oshkosh, WI 54903-2521
Phone: (920)231-8297 • Fax: (920)426-8333
sales@sonexaircraft.com • www.sonexaircraft.com

KITFOX AIRCRAFT



With over 4,500 planes sold and delivered, the Kitfox from Kitfox Aircraft has become one of the most popular kit aircraft in the world. The Series-7 Super Sport is offered in a Taildragger version or with a Tricycle Gear and is easily switched from one to the other. The Kitfox features roomy side-by-side seating, folding wings and exceptional flying qualities. Engines are available up to the 125hp Continental IO-240B. Aircraft Spruce is a prime supplier of components used in Kitfox kits.

For further information contact Kitfox Aircraft:
123 Airport Way, PO Box 997, Homedale, Idaho 83628
Phone (208) 337-5111 • Fax (208) 337-5116
info@kitfoxaircraft.com • www.kitfoxaircraft.com

AIRCRAFT KITS

EVANS VP-1 VOLKSPLANE



Aircraft Spruce & Specialty is the exclusive distributor for VP-1 materials kits. The Volksplane was designed and prototyped by Bud Evans in 1968. The aircraft is inexpensive, easy to build, and fun to fly. The fuselage is all wood, with three bulkheads, four longerons, flat plywood and some vertical stiffeners. Wings are wood frames covered with fabric. The only parts requiring welding are the control stick, strut ends and stabilizer horn. The only sheetmetal work is in the elevator trim tab. Over 1000 of these planes are flying. The aircraft is ideally suited for Volkswagen engines in the 1500 to 1834 cc range. Plans for the VP-1 are available from Aircraft Spruce, P/N 13-11560. Aircraft Spruce can supply complete materials kits from stock. Free kit list on request. Note: Landing gear is NCNR, may not be cancelled or returned. Lead times are always 6-8 weeks.

For further information on the Evans VP-1 contact:

Evans Aircraft

Box 744, La Jolla, CA 92037.

VP-1 Kits		Part No.	Price
Wood kit.....	(VPK-1)	01-00222	.....
Plywood kit.....	(VPK-2)	01-00223	.....
Metal kit.....	(VPK-5)	01-00224	.....
Hardware kit.....	(VPK-7)	01-00228	.....
Fabric kit.....	(VPK-8)	01-00221	.....
Fabric Coating kit.....	(VPK-9)	01-00226	.....
Cable Ass'y. kit.....	(VPK-10)	01-00227	.....
Wing Strut kit.....	(VPK-11)	01-00225	.....
Landing Gear 800 lb.	(VP-1 cable-braced)	06-00041	.....
Landing Gear 800 lb.	(VP-1 free standing)	06-04040	.....
Landing Gear 1100 lb.	(VP-2 free standing)	06-00043	.....
VP-1 Plans and Handbook.....		13-11560	.....

BUSHCADDY



The BushCaddy was developed as a rugged Canadian bush plane that performs equally well on wheels, skis or floats. The 44 inch wide cabin, doors that swing upwards under the wings and side by side adjustable seats afford the pilot easy access and a comfortable ride.

The aircraft features good control and stability and the excellent STOL performance required of an all-terrain aircraft. Rugged yet lightweight, the BushCaddy is a kit built aircraft constructed entirely of aviation grade 2024-T3, 6061-T6 aluminum and 4130 steel. 4 models of BushCaddy aircraft are available.

For information contact C.L.A.S.S., Inc.

177-179 Joseph Carrier Vaudreuil-Dorion, Qc. J7V 5V5, Canada

Phone: 450-455-2773 Fax: 450-455-8749

Toll Free: 1-888-977-1447

marla@bushcaddy.com • http://bushcaddy.com/en/

GLASAIR



In 1980 the kitplane industry was revolutionized by the introduction of the Glasair - the world's first pre-molded composite kitplane. They have remained on the leading edge of the exciting world of homebuilt aviation ever since!

New Glasair - New GlaStar is now one of the largest, most well established kitplane manufacturers in the world, with more than 2,500 kits in the field and some 1,200 aircraft flying in countries around the world. Their reputation for innovative design, thorough engineering, quality components and conscientious customer service is unequalled in the industry. For more information on Glasair Aviation aircraft contact:

Glasair Aviation LLC

18810 59th Ave NE Arlington, WA 98223

Phone: 360-435-8533 extension 232

www.newglasair.com

SKY ARROW



The Sky Arrow is a 1,450 lb. MTOW, high wing, tandem two seat, fixed gear aircraft. The airframe is fully manufactured with composite materials (kevlar and carbon sandwich). The high-wing tandem configuration provides excellent visibility of over 300°. The Sky Arrow is fitted with either a Rotax 912 or 914 engine. Its excellent STOL performance allows take-off and landing in less than 300 feet. The aircraft is offered to homebuilder enthusiasts as a kit which meets the FAA 49/51 percent rule. The Sky Arrow kit is composed of 10 subkits which can be bought separately and incrementally.

Pacific Aerosystem, Inc.

Gillespie Field

1870 Joe Crosson Drive, Suite 100

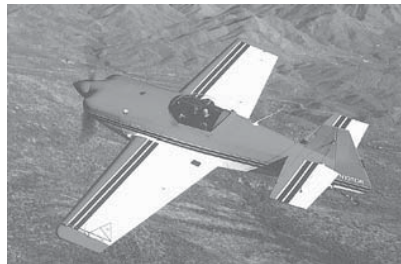
El Cajon, CA 92020 - USA

Toll Free: (800) 844-1441

Phone: (619) 631-0462 • Fax: (619) 631-0464

Email: info@skyarrowusa.com • Website: www.skyarrowusa.com

ONE DESIGN



Aircraft Spruce & Specialty Company offers a complete set of plans for the single seat aerobatic aircraft known as the One Design. Created by Dan Rihn as an economical answer for pilots wishing to fly Basic through Advanced aerobatics, the One Design features quick, easy construction and

excellent performance. Wings for the One Design are all wood, the fuselage is steel truss, covered with aluminum sheet from the firewall to the rear of the cockpit. The turtle deck is also aluminum and the lower half of the aft fuselage is fabric covered. The tail is fabric covered. A one piece aluminum spring gear is used for the main wheels and a steerable tail-wheel is used. Power for the One Design is obtained from a 0-360 and modified with an inverted oil system, high compression cylinders and fuel injection. Stressed for +/- 10 Gs, the One Design has a max. level speed of 184 mph, and cruises with a 75% power setting at 160 mph. ONE DESIGN INFO PACK - P/N 01-06005**FREE**
ONE DESIGN PLANS - Complete construction drawings required to build the One Design aircraft from scratch or using pre-fabricated components. P/N 01-06010-C
Note: A signed License Agreement is required from the builder prior to shipment of plans. Include completed License Agreement with your payment.

ONE DESIGN RAW MATERIALS KITS

Kit Description	Part No.	Price
Aileron Kit.....	01-02305	.....
Engine Mount Kit.....	01-02310	.....
Elevator-Stabilizer Kit.....	01-02315	.....
Fin & Rudder Kit.....	01-02320	.....
Fuselage Kit.....	01-02325	.....
Wing Ribs Kit.....	01-02330	.....
Wing Spar & Skin Kit.....	01-02335	.....
One Piece Turtledeck.....	01-02349	.....
Matching Fairing for Turtledeck.....	01-02350	.....

Ask about pre-fabricated parts for the One Design.

For more information on the One Design contact:

Aircraft Spruce & Specialty Co.

225 Airport Circle, Corona, CA 92880-2527

Phone: (951) 372-9555 • Fax: (951) 372-0555

THORP S-18



The S-18 folding wing aircraft is available as a plans or kit built aircraft. It is an all metal 2-place side-by-side aerobatic plane. The basic structure is the same as the proven T-18 Thorp with a wider and longer fuselage. Revised airfoil on the

folding wing. Engines approved are 0-290 thru 0-360 allowing cruise performance from 160 to 180 mph.

For more information on the S-18 contact Classic Sport Aircraft:

19426 Campbell Creek Dr., Springville, CA 93265

Phone/Fax: (559) 539-2755 • E-mail: s18mike@ocsnet.net

AIRCRAFT KITS

ACRO SPORT



Designed by Paul Poberezny as a successor to the EAA Biplane, the Acro Sport offers performance and excellent aerobatic capability in the Sportsman and intermediate categories. Purposely uncomplicated and straight forward, the Acro Sport design has been chosen by hundreds of schools for project Schooflight programs. It has a wide landing gear which provides superb handling and easy landing qualities. Builders can choose powerplants ranging from 85 hp to 200 hp. Features steel tube fuselage, spruce wing and overall fabric covering which makes the project an easy one for first time builders with average skills. Maximum speed for this diminutive biplane is 180 mph, it cruises at 130 and stalls at 50. It has a rate of climb of 3,500 ft/min and a range of 350 miles. Info packs are \$10.50 and complete plans are \$125.00.

Order from: Acro Sport, Inc., Box 462, Hales Corners, WI 53130.

Free kit list on request. Tech support for Acro Sport: Steve

Nanweiler, 4819 Farmstead Ct., Wichita, KS 67220, (316) 744-0234
Note: Landing gear is NCNR, may not be cancelled or returned.
Lead times are always 6-8 weeks.

ACRO SPORT KITS

Complete Spruce Kit	Washer Kit
Spar Kit	Metal Kit
Rivet Kit	Plywood Kit
Misc. Hardware Kit	Bolt Kit
Nut Kit	Miscellaneous Kit
Landing Gear	

Note: If additional items such as tie rods, instruments, lumbing, a ionics, etc. can be found in this catalog.

ACRO SPORT II



This versatile biplane offers the outstanding opportunity to experience open cockpit flying with a friend. Excellent aerobatic trainer with responsive controls and docile straight and level flight characteristics. Powerplants can range from 108 hp to 200 hp. Cruise at 123 mph (180 hp), stall at 53 and max out at 152. The wide gear, large wheels and outstanding roll rate make the Acro Sport a dream on the ground, nimble in the air and a cinch for smooth landings. Designed by EAA founding president Paul Poberezny, the Acro II will accommodate pilots up to 6' 6" and 240 pounds. As with all Acro Sport projects, the fuselage is welded steel tube, wings are spruce and Stits Poly-fiber is used for covering. Information packages are available for \$10.50 and full sets of plans run \$125.00 from Acro Sport, Inc., Box 462, Hales Corners, WI 53130. Free kit list on request. Tech support for Acro Sport: Steve Nanweiler, 4819 Farmstead Ct., Wichita, KS 67220, (316) 744-0234
Note: Landing gear is NCNR, may not be cancelled or returned.
Lead times are always 6-8 weeks.

ACRO SPORT II KITS

Metal Kit	Clevis & Cotter Pin Kit
Complete Spruce Kit	Wood & Foam Kit
Spar Kit	Rod End Kit
Bolt Kit	Misc. Hardware Kit
Nut & Nutplate Kit	Miscellaneous Kit
Washer & Rivet Kit	Landing Gear

Note: additional items such as tie rods, lumbing, instruments, a ionics, etc. can be found throughout this catalog.

POBER PIXIE - SINGLE SEAT



Few light airplanes offer builders the simplicity and payoff in fun flying that comes with the Pixie. Another superb design by founding president of the Experimental Aircraft Association, Paul Poberezny. Similar in many respects to the Heath Parasol, the Pixie is a modernization of the helmet and goggle days of the 1930's. The large wing and full span ailerons make for easy flying. With minimal taildragger experience, the Pixie is a breeze to handle on the ground. Landings are gentle affairs, visibility in cruise is outstanding and using it with skis adds another dimension of fun. The fuselage is 4130 steel tube, wings are Sitka spruce, covering is with Stits Poly-fiber. This is a beginner's project for construction, with performance that will satisfy any level of proficiency ...up to ATP! Plans are highly detailed and the cost level is low. Can be powered with a VW conversion or Continental A-65. It cruises at 83 mph, stalls at 30, and climbs at 500 fpm. The Pixie has a no-reserve range of 290 miles with and empty weight of 543 pounds, gross is 900.

An info pack is \$10.50, plans are \$1255.00 and both can be ordered from **Acro Sport, Inc., Box 462, Hales Corners, WI 53130.** Order your Pober Pixie materials kits from the approved supplier, Aircraft Spruce. Free kit list on request.

POBER PIXIE KITS

Metals Kit	Washer and Nut Kit
Plywood Kit	Cable & Cable Hdw. Kit
Spruce Kit	Misc. Hardware Kit
Bolt Kit	Miscellaneous Kit

POBER SUPER ACE - SINGLE SEAT



One of the many designs to come from the drawing board of EAA's founding President, Paul H. Poberezny, the Super Ace, is an ideal project for first time builders. It offers the excitement of open cockpit flying and excellent performance. With options for 85 hp to 150 hp, the Super Ace can meet a wide range of desires. The fuselage is a traditional 4130 steel tube frame that's covered with Stits Poly-fiber. The two-piece wing is made of Sitka spruce spars, ribs formed with 1/2" x 1/2" spruce caps and covering is again Stits Poly-fiber. Wing span is 27'-3 1/2", length is 18'5" and empty weight is 685 pounds with a useful load factor of 385 pounds. Using a C-85 on the prototype, cruise speed is 90 mph. Info packs on the Pober Super Ace are \$8.00, plans are \$125.00 and can be ordered through **Acro Sport, Inc., Box 462, Hales Corners, WI 53130.** Request a free brochure on the Super Ace from Acro Sport. Order your Pober Super Ace materials kits from Aircraft Spruce, the approved materials supplier. Free kit list on request.

For more information on the S-18 contact

Classic Sport Aircraft:

19426 Campbell Creek Dr., Springville, CA 93265

Phone/Fax: (559) 539-2755 • E-mail: s18mike@ocsnet.net

AIRCRAFT KITS

POBER (CORBEN) JUNIOR ACE TWO-PLACE



This is the famous aircraft that launched an industry as well as the Experimental Aircraft Association when plans for it were published in Popular Mechanics in the early 50's. It is lightweight, easy to build, fun to fly and requires minimal maintenance. It has been modified from the original Corben

Baby Ace so that it can utilize aircraft engines. The fuselage has also been widened, the horizontal stabilizer was modified for easier construction and modern aircraft wheels and brakes are now called for. With nearly a 34' wingspan and Clark Y airfoil, the Pober Junior Ace, designed by EAA founding president Paul Poberezny, is docile in stall and landing patterns. Airframe is 4130 steel tubing, wings are all wood and the recommended powerplant is a Continental C-85. Empty weight of the Junior Ace is 750 pounds and gross capacity is 1,320 pounds. Free brochure available from **Acro Sport. Plans can be ordered from Acro Sport, Inc., Box 462, Hales Corners, WI 53130.** Order your Junior Ace materials kits from Aircraft Spruce, the approved materials supplier. Free kit list.

VULCAN C100



Vulcan C100 is a real Sport Pilot aircraft available both fixed and retractile landing gear. Designed for Italian ultralight aviators it is a very beautiful aircraft inspired to Frati's Falco line. All metal construction it can support engines from 80 hp to 150

hp. Suggested engine Rotax 912 series. **Dimensions and characteristics:** Length - 21.45 feet (6.50 m), Height - 7.59 feet (2.30 m), Wing span - 26.40 feet (8 m), Wing surface - 114.14 sq feet (10.61 sp m), Cross wheel distance - 8.25 feet (2.50 m)

Electric actuated Flaps, Retractable landing gear, pneumatic actuated Stabilizer Trim, electric actuated Engine, ROTAX 912 ULS, Propeller-Carbon composite Three blade, On round pitch variable Empty weight - 621 Pounds (282 Kg), Tanks capacity - 24.96 US gallons (96 litres)

Performances: Max horizontal speed - 140 Kts (260 Km/h), Cruise speed (75% setting) - 124 Kts (230 Km/h), Stall speed (Flaps down) - 34 Kts (62 Km/h), Climb rate - 1200 ft/min (6 m/sec), Take off run - 726 feet (220 m), Landing run - 462 feet (140 m), Max. range - 653 nm (1210 Km) (5h30' with 30' reserve), Max efficiency - 12

CORIVI AVIATION

Via Puglia, 70/D - 95125 Catania - CT (Italy)
Email: corivi@corivi.com • Website: www.corivi.com
Phone/Fax: (0039) 095 330915



SONERAI I & II

Sonerai series aircraft are mid and low winged sport aircraft. The Sonerai I was designed by John Monnett. It was designed to meet all Professional Race Pilots

Assn. and Formula Vee Racing requirements for 1600 cc Volkswagen powered aircraft. Fuselage construction is 4130 steel tubing with a fabric covering. The aircraft has folding wings made of 2024T3 aluminum. The Sonerai has an excellent reputation for strength, speed, and agility. 6 versions of the aircraft are available including the Sonerai II, two place tandem versions and LS stretch versions. For more information on the Sonerai series of aircraft contact **Great Plains Aircraft, P.O. Box 545, Boys Town, NE. 68010. Phone (402) 493-6507, Fax (402) 333-7750.**



NEXAER LS1

The Nexaer LS1, a 2-seat composite airplane that meets Light Sport Aircraft classifications under the new FAA Sport Pilot rule and is being promoted and marketed by Sportplanes.com The LS1, manufactured by Nexaer in Colorado Springs,

Colorado, features a 54" wide cockpit, a cruise speed of 120 knots and a useful load in excess of 600 lbs. The prototype of the LS1 was unveiled at AirVenture 2005.

For further info contact Nexaer at:
7890 Cessna Drive, Meadow Lake Airport, Peyton, CO 80831
Ph: (719) 683-5060 • Fax: (719) 683-5190
www.Nexaer.com • e-mail: info@nexaer.com

NESMITH COUGAR - TWO-PLACE



The Cougar, designed by Bob Nesmith dates back to the mid fifties. It shows an obvious influence by Steve Wittman's Tailwind, featuring wide short wings (20' 6") and a one-piece steel tube landing gear. The design was modified by Leonard Eaves for an EAA design contest in 1963, principally for the purpose of including folding wings. The aircraft can be towed to and from the airport on its own landing gear. With a redline speed of 195 mph, the Cougar maintains a brisk cruise of 120 to 165 mph, depending on choice of engine which can range from 65 hp to 125 hp. Landing approach is done at 80 mph and touchdown is around 70. The Cougar is an outstanding cross country machine that utilizes traditional steel tube fuselage, Sitka wings and fabric covering. Hundreds of copies of this versatile design have been completed. Cougar info packs are available for \$10.50 and plans for \$125.00 from **Acro Sport, Inc., 462, Hales Corners, WI 53130.**

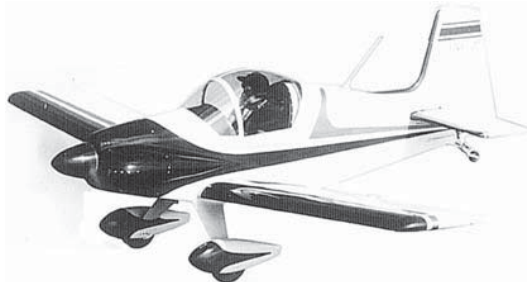
PITTS MODEL 12



The latest biplane designed by Curtis Pitts. The Pitts Model 12 is a 2 place fully aerobatic biplane designed specifically around the 360 HP (400hp) Russian built Vedeneyev M-14P (PF) radial. Stressed to +9 -7.5g at full gross weight of 2250lb with 750lb useful load. It has a 239 MPH Vne, 175 MPH Cruise @70% Power, and 64 MPH Stall Speed. 3200+ Feet per Minute Climb Rate, 300+ Deg. per Sec. Roll Rate. Aerobatic in design, the Pitts model 12 is an excellent cross country airplane with a 520 Mile Range. Aircraft Spruce is a prime supplier for Pitts Model 12 kits.

Jim Kimball Enterprises, Inc.
5354 Cemetery Rd., Zellwood, FL 32798
Ph 407-889-3451 • Fax 407-889-7168
email: info@jimkimballenterprises.com
website: www.jimkimballenterprises.com

CORBY STARLET CJ-1



The Corby Starlet is an all wood single seat, low wing cantilever monoplane. It is a very practical cross-country machine as well as being an aerobatic aircraft. The design was drawn around the use of VW powerplants up to 75 hp and 160 lbs. max. The Starlet has been awarded a Type certificate issued by the Australian Aviation Authority. For more info contact:

Corby Starlet, 1335 Robinhood Lane S., Lakeland, FL 33813
ph: (863) 644-8426

corbystarlet@juno.com • www.CorbyStarlet.com

Spruce Kit (minus spars).....P/N 02-04300
2 Pc. Spar Kit.....P/N 02-09000
Plywood Kit.....P/N 01-00381

AIRCRAFT KITS

ROTORWAY EXEC 162 F



The Exec 162F provides style, speed, comfort, safety, reliability, proven performance and an award-winning design. The Exec 162F is produced by RotorWay International, the world's oldest and largest kit helicopter company. This piston-powered rotorcraft utilizes the most sophisticated technology available with a FADEC (Fully Automated Digital Electronic Control) system controlling and monitoring engine functions of the RI 162F fuel-injected power plant. Requiring as little as 300 hours to assemble, this comprehensive kit comes complete with everything but the paint and avionics. Also available to owners are detailed construction and maintenance video series as well as a flight-transitional training program. Tours and demonstration flights are available by appointment to interested buyers by calling the factory.

For more information contact Rotorway International:
4140 W. Mercury Way • Chandler, AZ 85226
Phone: (480) 961-1001 • Fax: (480) 961-1514
email: rotorway@primenet.com

SAFARI



Designed for the ruggedness and reliability crucial for flying in remote areas, the Safari is powered by a Lycoming 160 Hp aircraft engine, maintaining the highly trustworthy flying abilities of this classic design. Formed from 4130 Chromoly aircraft steel tubing, pre-welded at the factory; featuring the maximum viewing characteristics of the certified Bell 47 bubble, this system is driven by gear and shaft, giving maximum performance. The main and tail rotor shafts are made from Titanium. Cruising speed is 80 mph with climb rate of 1,000 fpm & an operating ceiling of 10,000ft. Max. speed is 100mph.

For more information contact Canadian Home Rotors:
P.O. Box 370 • 4 Roy Street • Ear Falls, Ontario, POV ITO, Canada
phone: (807) 222-2474
e-mail: info@acehelicopter.com • www.acehelicopter.com

RAF 2000



The performance specs of the RAF 2000, competitive price and one of the lowest operational costs (\$20-30 per hour) make it one of the most popular auto-gyros available today. The 2-place rotorcraft is available in kit form and comes in two versions, standard and GTX SE versions. The GTX SE includes a variety of performance enhancing options. Standard engine on both models is a 130 hp four cycle Subaru EJ22. Fuel Capacity for the RAF 2000 is 23 US gallons and fuel consumption is 6 gph at 80%. Engine, propeller and instrument packages are included in RAF kits. The RAF 2000 has a dry weight of 760 lbs. Performance specs for single occupant: Min. speed: 10-12 mph; Max. speed: 100 mph; Cruise: 80 mph; Take Off Roll: 0-75 ft.; Landing Roll: 0-10 ft.; Rate of Climb: 1200 fpm.

For further information contact Rotary AF Rotorcraft:
Box 1236 1107-9th St. W., Kindersley, SK, Canada S0L 1S0
Phone: (306) 463-6030 • Fax: (306) 463-6032
raf2000@sk.sympatico.ca • www.raf2000.com

AQUAJET-X



The new AQUAJET X, inspired by forthcoming warbirds F22 Raptor and X35 Joint Strike Fighter, provides the next level of flying excitement and realism between the AquaJet and a real airplane.

To accomplish this we added an electric leaf blower to provide vectored thrust via rudder pedals while creating the jet engine sound, and employed a more sophisticated suspension. Thus, the AquaJet X can climb at 30 deg., dive at 15 deg., bank, turn and spin up to three revolutions under full control of the pilot. A throttle actuates the lift cylinder - controlling takeoff, climb and descent so the stick can control pitch and landing flare.

For more information visit our website at www.aircraftspruce.com
AquaJet X Plans..... P/N 01-00962.....
AquaJet X Materials Kit..... P/N 01-00964.....

HUMMINGBIRD 260L



In 1991 the helicopter kit build industry was revolutionized by the introduction of the Hummingbird 260L, the world's first FAA certified helicopter to be sold in kit form. By utilizing the design from a FAA certified helicopter we are able to implement safety, reliability, and performance from years of proven flight time. The Hummingbird is a single engine, single three-bladed main rotor type helicopter, with a two blade tail rotor. The fuselage is made of aluminum and composites. The Hummingbird is powered by a FAA approved Lycoming aircraft engine that boasts some very impressive performance numbers.

Consider these quality Hummingbird features: Comfortable four-place cabin, approximate 375 mile range, 950 pound payload, smooth fully articulated rotor head, electric flight control trim system, all aluminum construction with composite components, no welding, rotor brake, wheels for taxiing with hydraulic brakes and shock absorbing struts, main rotor blades are quickly removable for maintenance, trailer transport or storage. It's as easy to assemble as it is to fly.

For Further Information Contact: Vertical Aviation Technologies, Inc
1609 Hangar Road, Orlando-Sanford International Airport
Sanford, Florida 32773

Phone: 407-322-9488 Fax: 407-330-2647
www.Vertical-Aviation.com E-Mail: Sales@Vertical-Aviation.com

VOLMER VJ-22 AMPHIBIAN



The Volmer VJ-22 "Sportsman" is a two-place, side by side, closed cabin, highwing monoplane, amphibious flying boat. The original Sportsman was completed December 1958. The rigid, corrosion proof hull is

made of 1/16 inch and 3/32 inch aircraft mahogany plywood with 1/4 inch plywood at the step for maximum strength and covered with fiberglass for added protection. Numerous testing from calm water to five foot swells in the open sea have proven the design to be both extremely airworthy and seaworthy. Wings are wood spar and ribs, fabric covered. It takes off from water at sea level in about 20 seconds. The VJ-22 is powered by a Continental C-85, starter and gen. It has a cruising speed 85 mph and stalls at 45 mph

Volmer Club of America - Attn: Robert Albrecht
536 Oak Ave., Bridge City, LA. 70094 - Ph: 504-436-6248
rjalffys@aol.com • www.volmeraircraft.com

VJ-22 Spruce Kit P/N 02-06000

LIGHTNING



Engine	Lightning Jabiru 3300	Lightning Sport 3300 Jabiru 3300
HP	120	120
Maximum Speed	190 mph	150 mph
Cruise Speed	175 mph	138 mph
Vne	208 mph	
Stall (Full Flap)	45 mph	40 mph
Stall Clean	56 mph	51 mph
Glide Ratio	17:1	
Take Off Roll	315 ft.	275 ft.
Landing Roll (with brakes)	500 ft.	350 ft.
Climb Rate (at gross)	1200 ft./min.	1800 ft./min.
Turn Rate 45/45°	<1 second	
Maneuvering Speed	140 mph	
Endurance	4 hr	5 hr
Range w/ reserve	700 sm	700 sm

For further information on Lightning Aircraft contact
LIGHTNING WEST, Gregg Hobbs
18750 West Avra Valley Rd., Marana, AZ 85635
Phone: (520) 405-6868 • hobbs28@gmail.com
www.lightningaircraftwest.com

AIRCRAFT KITS

SUPER CRUISER



The Super Cruiser is a 4-place aircraft with a cruise speed of 190 mph and a stall speed of 59 mph. The aircraft has a length of 25.46 ft. and wing span of 29 ft. It has a gross weight of 2500 lbs. and a useful load of 1100 lbs. The prototype is powered by

a Cont. IO-360ES. Lycoming engines from 160-200 HP are recommended and build time is 1200-1500 hours. Aircraft Spruce is a prime supplier for materials used in Super Cruiser kits. For further information contact:

Pulsar Aircraft Corp. S.A. de C.V.
Colonia Campestre, Pasaje 2 Casa 4
San Salvador, El Salvador
Ph: (503) 2263-8840 • Fax: (503) 2263-8863
Noth American Inquires please call 1-305-395-3698
Email: info@pulsaraircraft.com

CELERITY



The Celerity is a high performance, 2-place side-by-side airplane with fully retractable landing gear, including the tail wheel. It can also be built as the "Marathon" with fixed tricycle gear. Designed for builders with average skills, both aircraft are constructed from wood with fiberglass covering. Six construction videos are available. Celerity cruises in the 200 mph range on 150 to 200 hp and has an operating range of more than 750 miles with fuel reserve. The wing span is 25 feet and it is just under 22 feet. Complete Celerity materials kits are available from Aircraft Spruce. Request free kit list. For more information on plans and kits contact:

Mirage Aircraft, Inc. ,
8702 N Silver Moon Way, Tucson, AZ 85743
Phone: (520) 665-9341
Webpage: www.mirage-aircraft.com
Email: mirage@copper.net

VELOCITY



A recent addition to the Velocity line of high performance aircraft is the Elite XL. The XL – for "extra large" – combines all the great flying qualities of the canard type airplane with the largest cabin of all kit aircraft. Larger, in face, than almost all the general aviation aircraft, including most twins

– shoulder to shoulder width of 47.5. Compare this to a Mooney at 42.5", the Bonanza/Baron at 42", or the popular Cessna 182 which measures 44". Longer length also allows for full size luggage in the aft baggage compartment. A larger engine is also used in the XL to provide even more performance. Expect a 200 kt cruise (230mph) on the popular and easy-to-find Lycoming IO 540, 260HP engine. Fuel burn on this engine at 65% power will yield a range of over 1300nm (1500sm), with a 30 minute reserve, using the optional 100 gallon fuel capacity (standard fuel capacity on the Elite XL is 70 gal). The XL kit, like the standard Elite & Elite LW, is available with fixed or retractgear. Two large gull wing doors are standard.

For further information contact Velocity Aircraft:
200 W. Airport Drive • Sebastian, FL 32958
Ph: (772) 589-1860
info@velocityaircraft.com • www.velocityaircraft.com

KR-1 AND KR-2



The KR-1 (single place) and KR-2 (two place) were designed in the early 1970's by the late Ken Rand. These popular aircraft combine composite and wood construction to produce fast, efficient aircraft that remain good sellers year after year.

Contact: Rand Robinson Engineering

7071 Warner Ave. #F, Huntington Beach, CA 92647
Ph: (714) 898-3811

www.fly-kr.com • e-mail: pilot@beegroup.com

KR-1 Complete Spruce Kit P/N 02-05400
 KR-2 Complete Spruce Kit P/N 02-05500
 KR-2S Complete Spruce Kit..... P/N 02-05510

SKYBOLT



The Skybolt is a 2 place fully aerobatic biplane which is also an excellent cross country aircraft. It is larger and easier to handle than smaller biplanes, and construction can be completed with hand tools by first time builders. Aircraft Spruce has provided materials for many Skybolt

builders around the world for over 20 years.

Contact: Steen Aero Lab, 1451 Clearmont St NE,
Palm Bay, FL 32905 • Ph (321) 725-4160 • Fax (321) 725-3058

Complete Spruce Kit P/N 02-05700
 Spruce Spar Kit P/N 02-07900
 4130 Steel Kit P/N 03-15500

CULP SPECIAL



Everything about the Culp Special was meant to bring about that 1930's airshow airplane feeling. Working with Hale Wallace of Steen Aerolab, Steve Culp redesigned the Skybolt and developed the modifications necessary for this round engine aircraft. The Culp

Special is a fully aerobatic bi-plane using a 360 hp 9-cylinder Russian M-14P radial engine, the same engine used in the Sukhoi and Yak series aircraft. The aircraft is built using tube, wood and fabric construction materials. The two seat aircraft has an empty weight of 1480 lbs., a cruise speed of 150 mph and range of 600 sm. Aircraft Spruce is a major supplier of materials for the Culp Special. For more information on plans and kits contact:

Culp Specialties, 1530 Airport Dr #3, Shreveport, LA. 71107.
Phone: (318) 222-0850
culpspecial@yahoo.com • www.culpspecialties.com

HONEY BEE & H-3 PEGASUS



The H-2 Honey Bee is a lightweight aerobatic biplane first flown in 1986. With the H-2, designer Bert Howland introduced the technique of TIG-welding the fuselage from square 6061-T6 aluminum tubing, yielding a strong and

rugged fuselage frame that weighs only 24 pounds. The airfoil on the 4 equal span wings is 6-1/2" thick and features 7 aluminum-capped foam ribs per panel with a D-cell leading edge spar and a C-section rear spar. Design load factor is +8g to -6g. Two or four aileron options are offered in the plans. With the 4 aileron option, an engine of at least 65 hp, and an inverted fuel system, the H-2 is suitable for competition aerobatics up to the IAC intermediate level. The aircraft has been powered with engines from 40 to 95 hp. Homebuilder plans cost \$250 and consist of 40 engineering drawings and designer construction notes.



The H-3 Pegasus is a low-wing, open cockpit monoplane by noted lightweight sportplane designer Bert Howland. It features a lightweight fuselage, based on TIG-welded, square aluminum tubing, that weighs only 18 pounds. The internal

construction of the wings features a cantilevered design that eliminates struts and cables. Powerplant range is 28 hp to 55 hp. The prototype H-3 first flew in 1988 and won the "The Most Innovative Ultralight" award at Sun 'N Fun 1989. The design was also designated "Best Commercial Ultralight" at the 1990 event. The H-3 is not an ultralight vehicle as defined in FAR Part 103. Gross weight of the Pegasus is between 500 and 595 lbs. Pegasus plans cost \$250 and are available from Classic Aero Enterprises. Call Aircraft Spruce to obtain a complete kit list of construction materials. For more information on plans and kits contact:

Classic Aero Enterprises
343 Wrexham court #101D, Hampton, VA 23669
Phone (757) 851-2856
Visit Classic Aero Enterprises

AIRCRAFT KITS

GP-4

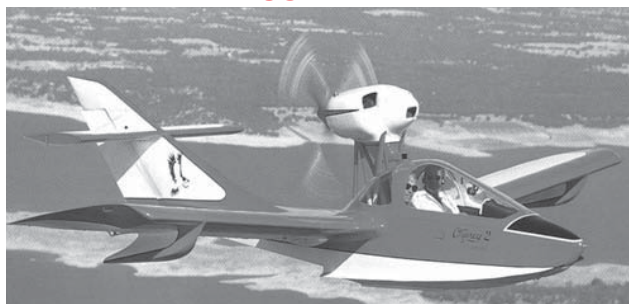


Designed by George Pereira, the GP-4 is a high performance two place side-by-side kit aircraft which is a fast, efficient cross country performer. Construction is primarily of wood and steel. The GP-4 is becoming the choice of many builders seeking a solid, traditionally constructed scratch built aircraft.

Complete Spruce Kit P/N 02-25200
 4130 Steel Kit P/N 02-25210
 Plywood Kit P/N 02-00078

Osprey Aircraft
 3741 El Ricon Way, Sacramento, CA 95825
 info@ospreyaircraft.com
 www.ospreyaircraft.com

OSPREY



The Osprey is a 2-place amphibian aircraft with fully retractable landing gear. The Osprey utilizes wood and steel construction and is ideal for the first time builder seeking well presented plans, ease of construction, and the versatility of an amphibian aircraft.

Complete Spruce Kit P/N 02-05100
 Osprey Clear Canopy P/N 05-01162
 Osprey Tinted Canopy P/N 05-01163
 Picture Decal Left Black P/N 09-43813

Osprey Aircraft
 3741 El Ricon Way
 Sacramento, CA 95825
 Info@ospreyaircraft.com • www.ospreyaircraft.com

Wing and Aileron spars are furnished to net dimensions, not beveled.

BREEZY



Designed by Carl Unger the Breezy was first introduced in 1965, and hailed as one of the most distinctive and unusual homebuilt designs to ever attend an EAA Fly-in. Though there have been a lot other designs, particularly homebuilts, that embody the open cockpit which trademarks a Breezy, nothing can surpass it for the view and fresh air feeling. The original Breezy was designed and built to accept a set of PA-12 wings. For that reason, there are no wing drawings with the plans. It is possible to substitute PA-14, PA-18, or J-3,4, or 5 wings. It's also possible to order wing kits that replicate a J-3 wing. Power for the prototype, which now hangs in the EAA Aviation Museum in Oshkosh, WI, is a Continental C-90. The Breezy will carry a pilot and two passengers. Contact Aircraft Spruce for FREE Kit List.

Carl Unger, 8751 S. Kilbourn, Oak Lawn, IL 60456 PH: (708) 636-5774

Misc Hdwe kit P/N 01-30010
 Breezy Steel Kit P/N 01-30020
 Breezy Aluminum Kit P/N 01-30030

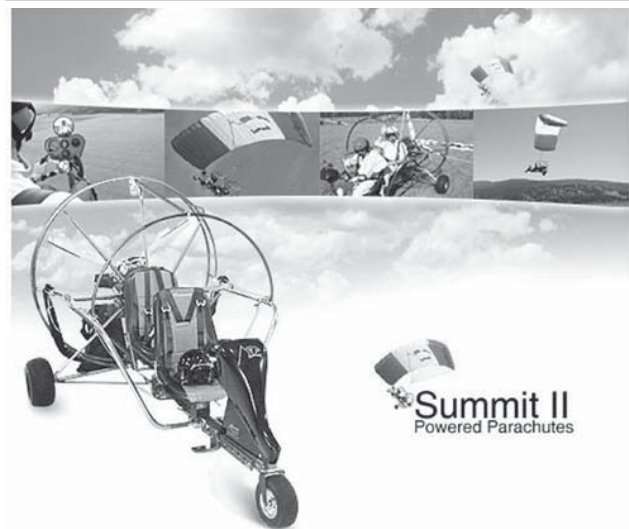
AVIAT



Aviat offers an outstanding line of aircraft including the Husky A-1 and Pitts Special. The Husky A-1 is an exceptional STOL aircraft and the Pitts Special is one of the most successful and popular aerobatic biplanes in the history of aviation. Aircraft Spruce is a prime supplier of components used in Aviat's production.

Aviat, Inc., 672 S. Wahington St.
 P.O. Box 1149, Afton, WY 83110
 Phone (307) 886-3151
 aviat@aviataircraft.com • www.aviataircraft.com

SUMMIT II



The SUMMIT II, the very first SLSA registered powered parachute in North America has some very unique features that make this design extremely strong and very stable. The Summit Powered Parachute has the 4 point canopy pick up to eliminate the pendulum effect, the tire placement to protect the propeller cage from damaging the prop, the unique true 2 seat placement for very comfortable seating and the innovative fuel seat tank. The Summit II also has exclusive foot steering and the anodized airframe which is a process that totally immerses each part, inside and out with a protective coating, contributes further to the uniqueness of this design. The Summit is an easy bolt together and economical kit that affords customers choice of both 2 stroke or 4 stroke engine including Rotax 503, Rotax 582, Rotax 912 and the HKS 700E. Each Summit II comes complete with your engine choice, engine accessories, GSC 3 blade GA propeller, Taskem EIS unit, Azusa tires and rims, full suspension with front brake and the S-Series Mustang square canopy. A list of options also allows you even more choices to tailor your kit to your tastes. Canopy color choices, engine choices, airframe color choices, option choices are made easy by viewing our website.

For more details on our Summit II and accessories, please contact:
Aircraft Sales and Parts Ltd

6255 Okanagan Landing Road, Vernon, BC V1H 1M5
 Ph: 250-503-1033 (Mon – Fri, 8-5 PST),
 Fax: 250-549-3769
 info@summitppc.com www.summitppc.com

AIRCRAFT KITS

MURPHY REBEL



The Murphy Rebel is an all-metal, 3 seat, high wing aircraft constructed using semi-monocoque construction techniques. Built for strength and longevity, the Rebel is designed to endure tough bush plane-like conditions with low maintenance costs. Designed by Darryl Murphy, the Rebel was designed to accommodate a variety of powerplants including the Rotax 912, Lycoming O-235 and Lycoming O-320. The Rebel is easily stored or trailered due to its removable wings and folding tailfeathers. The cabin is a comfortable 44" wide and provides a large wrap around instrument panel, skylights, and large doors. Pre-aligned punched holes make eliminate the need for jigs & special tools, making the Rebel a simple aircraft to build. The Rebel is at home on floats and skis as on standard wheels. Aircraft Spruce is a prime supplier of materials and components used in Rebel kits.

For further information contact **Murphy Aircraft Mfg. Ltd,**
Unit #18155 Aitken Rd., Chilliwack, British Columbia, Canada V2R 4H5. Ph: (604) 792-5855.

RAN'S S-16 SHEKARI



The S-16 Shekari is a kit aircraft with the quick build built in. Features an unusual blend of construction concepts to both enhance performance and shorten build time. The S-16 is based around a welded steel tube "cockpit cage" with composite fuselage shells. The vertical and horizontal stabilizer surfaces are molded into the fuselage shells with internal aluminum ribs and spars. The wings are conventional aluminum construction and come with holes matched drilled between ribs and skins. The result is nearly jigless construction. The fuselage comes with all key holes located. The S-16 exhibits excellent performance and handling using a variety of engines. The original flew on the Rotax 912 HP producing a 145mph cruise. The 912 was dropped in favor of the Lycoming IO-320.

The fuselage shells with internal aluminum ribs and spars. The wings are conventional aluminum construction and come with holes matched drilled between ribs and skins. The result is nearly jigless construction. The fuselage comes with all key holes located. The S-16 exhibits excellent performance and handling using a variety of engines. The original flew on the Rotax 912 HP producing a 145mph cruise. The 912 was dropped in favor of the Lycoming IO-320.

For further information contact **RANS:**
4600 Highway 183 Alternate • Hays, KS 67601
Phone: (785) 625-6346 • www.rans.com

BARRACUDA



The Barracuda, made entirely of spruce and plywood, is a fast, high performance, side by side two-place with retractable, tricycle gear. Rated for limited acrobatics, it has a 200 MPH cruise speed and 2,100 FPM rate of climb with a Lycoming O540 Engine. Designed by RAF pilot, Geoff Siers, to fly like a fighter, power may vary from 200 to 300 horsepower. A stall speed of 62 makes landing easy. The comfortable 40 inch wide cockpit, with the sound deadening properties of wood, makes it a wonderful cross-country tourer. The structure is elegant and simple, like a model airplane, with no complex jiggling. The Barracuda won the "most outstanding new design" at Oshkosh. Aircraft Spruce & Specialty Co. is the distributor for materials kits and component parts. For further information and plans, contact

**Siers Flight Systems, Inc., 20613 36th Place West
Lynnwood, WA 98036**

Phone: (425) 478-3655 • barracuda@siersflight.com

Plywood Kit..... P/N 01-00577
Spruce Spar Kit..... P/N 01-00617

STALLION



The Stallion will carry 6 people and or/cargo (1,600 lbs. useful load) over a long distance and at an operating and fuel cost that no other kit or factory can match. Not even a twin engine aircraft. And this for an acquisition price 1/3rd that of a factory airplane. Compare the specs of the Stallion to any other aircraft and see why everyone agrees that it is the aircraft for the next century and beyond. With a cruise speed of 200+ knots at 9,000 feet, the Stallion burns 13.8 gph of fuel for 16.7 miles/gallon. with 180 gallons the Stallion has a coast range. For loading, a large 74 inch by 36 inch removable panel is located on the right side. Normal access is achieved from the left side, clamshell door. The pilots seat is moved forward to allow easy access to the back seats and it is moved back to allow access to the pilot and copilot seat. The top of the left door hinges up to allow taxing with the left door open and the bottom door hinges down and provides a step for both the back and front seats All seats are attached with quick release pins and can be removed in seconds for carrying cargo. The high wing allows excellent visibility of the ground from the air. Some of the other features of the high wing include reduced aerodynamic drag compared to low and mid wing aircraft and gravity fuel feed. Information Package \$12.00. Video \$30.00 Both \$40.00. Aircraft Spruce is a prime supplier of materials & components used in the Stallion kits.

Contact Aircraft Designs, Inc.: 5 Harris Ct. Bldg. S., Monterey, CA 93940 • Phone: (831) 621-8760 • Fax: (831) 621-7376
Email: jets@mbay.net

FLY BABY



This plane is a structurally simple and easy-to-fly airplane designed to the requirements of the Experimental aircraft Association for home construction and storage in a space 7' x 8' x 20', which is equivalent to the standard home garage. Great emphasis has been placed upon safe flight characteristics and good low speed performance for takeoff and landing at some sacrifice of high speed. The

structure has been designed for standard airplane engines from 65 to 85 horsepower and the aerodynamic features are of sizes and proportions suited to obtaining the best all-around performance in this power range. Because of this, there is not enough advantage to be gained from using engines of significantly higher power to offset the cost and weight penalties. Increasing the power to increase the aerobatic capability is not recommended. FLY BABY will do simple recreational aerobatics very well but is not intended for rough air show or competition maneuvers.

Fly Baby Spruce Kit.....P/N 01-00977
Fly Baby Plywood KitP/N 01-00974
Fly Baby Metals KitP/N 01-00976
Fly Baby Hardware KitP/N 01-00975

Contact David R. Bowers:

13730 Burke Road, Los Altos Hills, CA 94022-3549
ph: (605) 948-3229 • Http://www.bowersflybaby.com

BAKENG DEUCE



The Bakeng Deuce is a two place parasol that is great for plain every day or weekend flying. It is of a basic aircraft design utilizing a steel tube fuselage. The structure is faired with plywood and aluminum formers which support spruce stingers. Wings are of basic wooden construction with solid spruce spars. The Deuce is a very easy aircraft to build with an excellent set of plans. It has a max. speed of 140 mph, cruises at 110-120 mph with a stall speed of 35-40 mph.

Bakeng Deuce Airplane Factory

9850 52nd Street, Kenosha, WI 53144

Ph: (262) 658-9286 • e-mail: acole@interaccess.com

Spruce Spar Kit..... P/N 02-06800.....

AIRCRAFT KITS

MEYER'S / LITTLE TOOT



Designed by George Meyer, the Little Toot was first flown in 1957 and in the same year took the top award from mechanics. It also won the Paul H. Poberezny Award in 1999 & 2000. Illustrated for "Outstanding Achievement in a Homebuilt Aircraft" at the 1957 EAA convention in Milwaukee. Today the aircraft is still popular in appearance and functionality. Little Toot is a Single Seat, Sports Biplane.

The fuselage is an all-metal structure with metal-covered steel tube construction from rear of cockpit forward, and metal monocoque rear of tubular fuselage cockpit forward section. The plans also include an alternate tube and fabric fuselage construction. It features all wood wings, two 1" thick spar structure with fabric covering. Fabric covered all metal full-length ailerons on lower wings only. No Flaps. Little Toot has super strong structure stressed to 10- and 10+ G's. Power Plant options include 4-cylinder engines of up to 200 hp and six cylinders up to IO-540 250 horse power.

The Little Toot full sized Plans P/N 01-01049
The Little Toot 11X17 Booklet P/N 01-01050

For more info and plans contact Tommy Meyer:
170 Park Lane, Lewisville, Texas 75077
Phone: (817) 269-9292
trmeyer@airmail.org · www.littletootbiplane.com

CRIQUET STORCH



The Cricket Storch is a light sport aircraft single engine, wings individually braced to lower fuselage longer on by paired V-struts. The struts are braced to wings by N-support braces, wings are provided with fowler flaperons, fixed slats along at the entire wings span The fuselage is a reticular structure, made of welded tubular steel, fixed gear with tail wheel configuration "free wheel".

Two seats in tandem configuration, flight controls for both pilots, moreover just the frontal seat has flight instruments. The pilot's cockpit is covered with lexan sheets; accessible only through a single door at the right side, with a step on the landing gear main tube

The primary fuselage structure consists of a welded steel tubular framework and warren truss-type shear bracing, including the fixed vertical tail. Wing attachments, ruder attachments, landing gear attachments, and engine mount are welded or part of fuselage structure. Almost all the fuselage is fabric covered except the engine cowling and the frontal sides of the cockpit. The cockpit enclosure is manufactured of a steel channel framework welded to the fuselage structure. The framework is covered with Plexiglas and fabric.

The wing consists of an externally-braced high wing monoplane structure incorporating two aluminum spars. The wing panels are fabric covered however the leading edge and slats are alloy aluminum covered. The fabric is attached to the ribs by conventional rib stitching. The wing incorporates fowler flaperons.

The vertical tail consists of steel tubular leading edge and a conventional spar-ribs structure joined to the fuselage through two hinge, the structure is covered with fabric.

The horizontal tail consists of conventional aluminum spar-ribs structure joined to the fuselage through a series of bolts and the trim group, externally-braced structure.

The main landing gear incorporates individually sprung. The shock absorbing struts consist of steel tubes incorporating shock absorbing, hydraulic brake system on each wheel for easy ground maneuvering. Heel-type brake pedals are mounted on each side of the cockpit.

For more information please contact:
Crique Aviation, Pablo Valencia Iragorri
Ph: +557(1)6764254 · Fax: +557(1)6764216
Miami, Florida 305-7260488

WHISPER MOTORGLIDER



The Whisper was designed for the homebuilder. Every component has been optimized to ease the task of the homebuilder, yet the final result is a highly efficient and extremely strong airframe that will provide for many years of trouble free operation.

The aircraft can be built from a "basic package" or from a "fast build package" depending on how many hours the builder wishes to spend on the project. Components not supplied in these packages can be manufactured by the builder or ordered from the factory. All hardware is ordered directly from Aircraft Spruce & Specialty by the builder.

Specifications: The Whisper can be built with a wingspan of 16m (52.5') or 12m (39.4') to suit individual requirements. With the longer wing the aircraft has a glide ratio of 28:1 and a minimum sink rate of 200fpm which makes it a very capable glider. The 21USG fuel tank and the 115MPG cruise speed also make the aircraft capable of very long powered flights. The 4'2" wide cabin allows for very comfortable side by side seating. The aircraft can be built with conventional or nose wheel undercarriage. The aircraft structure is fiberglass and the wing has been tested to an ultimate load of 10.6g. Engine options are VW2100, Jabiru 2200/3300, Rotax 912/S

Further details can be obtained from the website: www.whisperaircraft.com or by emailing info@whisperaircraft.com. The website has a forum where builders post details of their projects and exchange information.

TUNDRA



The TUNDRA is a four place kit plane with performance levels that put it easily in the STOL aircraft category (Short Takeoff and Landing) with a useful load comparable to bigger airplanes in the Cessna Skylane category. This airplane kit allows you to build an aircraft which will carry four adults, their luggage and enough fuel for a trip of several hours, even in floatplane configuration. This experimental aircraft is a true four place airplane.

With the looks and capabilities of a bush plane, the TUNDRA is offered in either a tail dragger or a tricycle gear configuration.

For Further Information Contact:

Dream Aircraft Inc.
565 Maisonneuve, Granby, Quebec, Canada, J2G 3H5
Tel : 866 500 9929 # 28, Fax : 450 372 8122
www.dreamaircraft.com