

The Dixie Acro Flyer

Volume 27.5

Newsletter of IAC Chapter 19

North Carolina

May, 2009

Aerobatic News from Expo, AERO and Sun 'n Fun '09

Kent Misegades

Readers of the EAA's e-Hotline, *Sport Aviation* or *Sport Pilot* will have perhaps noticed that the author is one of the newest members of the EAA's *scribblers*, the descriptive name given to aviation photojournalists who scurry about major airshows looking for news to report. I fell into this part-time job quite by accident, due to folks in Oshkosh seeing my work in this newsletter, and by having a few friends in the right places who didn't divulge details of my Dark Side. I sure hope IAC19 member Jim Walker doesn't spill the beans, or that's what I'll be eating when I lose this gig....

Since January I have attended on behalf of the EAA the *Sport Aviation EXPO* in Sebring, Florida, the *AERO Friedrichshafen* (Europe's largest general aviation tradeshow held ironically in the town where I started work in 1980 as an aerodynamicist for Germany's Dornier and where I met my wife of 27 years, Ulli), and most recently *Sun 'n Fun* in Lakeland, Florida. My job is to seek out the latest in new technology and report on it to the aviation community.

While you can read my summary articles on these events in EAA pub-

lications, they cover a broad swath across the full spectrum of general aviation. IAC members might enjoy reading about a few of the aerobatic-related things I saw at these three shows.

The EXPO in Sebring focuses on Ultralights and Light Sport aircraft, or LSAs. It was my first time attending the show. I came away very impressed by the sophistication of these small aircraft, and it changed my perspective entirely on the new LSA category. Far from being flimsy flying lawn chairs, the majority of these craft appear to be very well engineered and manufactured, which shouldn't be too surprising since most come from successful European manufacturers who have been building the equivalent of LSA planes for a decade or more.

Light Sport aircraft *per se* are not forbidden from being aerobatic-capable, and (as far as I know) there is nothing in the Sport Pilot Certificate that would forbid an "SP" licensed pilot from performing aerobatics in an LSA-compliant aircraft. But it is rather unlikely. Interestingly though, a number of the European LSA craft shown in Sebring are also licensed in higher-performance categories back home. Some are even available with retractable landing gears and variable-pitch propellers, two



Ukrainian-built S-10 Swift from Skyeton Aircraft, one of the new S-LSA aircraft seen at the Sebring EXPO. Back home it is used for aerobatic training.

things currently "verboten" in the US under LSA rules.

One example is the new K-10 Swift from Skyeton Aircraft of Ukraine, which made its first US appearance at EXPO '09. It was developed to train commercial pilots, who in Ukraine must also learn basic aerobatic maneuvers. The Swift is therefore stressed to +7.5/-3.75, which exceeds LSA requirements by a good margin. Its low sticker price resulted in several sales at the show, although the aircraft has yet to receive its LSA certification.

AERO Friedrichshafen, which took place during the first week of April on beautiful Lake Constance, provided aviators with a veritable smorgasbord of aircraft, including ultralights, sailplanes, rotorcraft, bizjets, homebuilts, amphibians, gyrocopters, and even a hall full of R/C aircraft. The EAA had a major exhibit there that kept my wife busy practicing her translation skills to convince Europeans to join the EAA. She and others manning the booth were quite successful in this regard!

Among the many indoor exhibits were several of interest to IAC members. The FK-12 Comet from the German FK Light Planes ([### What's inside this month:](http://www.fk-</p></div><div data-bbox=)

Aerobatics News from EXPO, AERO and Sun 'n Fun	1
The View From Above	2
Jeff Finkelstein gets a Taste of Aerobatics	5
Name that Face	6
Brett Pearce brings Gliders to Sebring and the Boogie	6
Alpi Aviation Pioneer 330 Acro	8

The View from Above

Michael Davis, President



I hope your spring has been easier than mine. I have been too busy to fly much. I guess I need to get my priorities straight! I did get to take some R&R and attend Sun-N-Fun this year. The weather was great and I got to see a lot of IAC19 friends. Rob Holland sure did put on a great show and Chuck Aaron with the Red Bull helicopter was amazing. If you did not make it south this year I hope you can make Oshkosh.

By the way, Chapter 19 Treasurer Bryan Taylor is starting his airshow season at the Mid-Atlantic Fly-In, May 22, 23 & 24. Don't forget that our 2nd Annual Carolina Boogie is May 28-31, Lumberton (NC). Also, speaking of our Treasurer, it is time to pay you 2009 dues. You can pay via IAC19 website or send Bryan a snail mail check. Also, Bryan is now teaching aerobatics in your plane. Give him a call!

At our April meeting in Lumberton we discussed the 2009 Boogie plans. It looks like Hampton Inn is hotel of choice. I don't think they are giving any special deals but there are a lot of cheaper hotels in the area. Dinner and awards will be at the airport this year. The paperwork for the box is finished thanks to Bryan. We are working on getting the hangar again this year also.

If you would like to sponsor some part of the Boogie or know someone who will, please contact Bryan. We decided to buy new contest radios this year due to the age of the old ones. Hopefully this will solve the radio issues we had last year. At the end of the meeting, Bryan Taylor was awarded the 2008 Northeast Regional 3 place Intermediate Trophy. Congratulations Bryan!

After our meeting we went outside to shake off the winter cobwebs. Eric Sandifer showed off his new (and Luke Lee old) S1 Pitts. Eric wants you all to know that he is taking home Sportsman wood this year! We also got to see Bryan's Giles work that airshow magic. I am looking forward to seeing him fly at the Mid-Atlantic Fly-In. After a fun-filled day it was time to put the toys away and look forward to that honey-due list waiting at home.

Now for the unpleasant. We held an IAC19 Judges School first of April and out of the eleven signed up only four showed up. It is no easy task to host a Judges School and the relatively low attendance is definitely not the fault of the Chapter. It is unfortunate that so many folks did not follow through with what they signed up for with the Chapter and left the Judges School program holding the bag. However, these things happen and the low attendance, while very disappointing, will not break the program as most other Chapter schools stayed in the black. If I had it to do over again, I still would have scheduled the Judges School and still would have scheduled Tom to come teach it. For those who don't know, Tom came all the way from Carlsbad, California to teach the class.

Unfortunately the trend for registrant no-shows is becoming

more significant so future schools may be required to take measures such as securing deposits from registrants to ensure viability but any such policy would be implemented program wide. All of you in Chapter 19 should be proud for trying your best and know that your efforts are appreciated by me.

My thanks also go out to Tom for taking personal time to travel from the west coast to teach this Judges School and Chapter 19 enjoyed having one of their own leading the course. Tom and all the judges school instructors are great assets to our sport and without their efforts; our sport will wither and perish. I hope Chapter 19 will consider hosting a school next year, too. Remember, if there are no competition judges, there can be no competition!

To sum it up: Thanks to everyone who has help the Chapter! Keep up the hard work!

Mid-Atlantic Fly-In at Lumberton (KLBT) May 22, 23 & 24. Come watch IAC19 member Bryan Taylor!

2nd Annual Carolina Boogie is May 28-31, Lumberton, NC (KLBT)

See you at the Boogie!

Keep The Blue Sky Anywhere But Up!

Michael



Congratulations, Eric Sandifer, on the new mount!



The FK-12 is a light-weight Rotax-powered two-seat aerobatic aircraft manufactured by FK Lightplanes of Speyer, Germany.

lightplanes.com) is a light weight, two-place aerobatic biplane powered by 80hp or 100hp Rotax engines. It features folding wings with flaperons on all four, quick conversion from open to closed cockpits, and a mixed metal/composite/fabric construction stressed to +9/-3.4 g. With a MTOW of 1146 lbs. the two-place FK-12 has an impressive ROC of 1400 fpm on only 100hp.

From Hungary came the sleek two-seat Phantom and Phantom RG composites from Corvus Aircraft (www.corvus-aircraft.com). The company surprised attendees with the first-ever show appearance of the cobalt blue prototype "Racer 540", an unlimited aerobatic design specially built for Hungarian Red Bull racer Peter Besenyei. The Racer features an all-composite airframe and is powered by a 345 HP Lycoming IO-540 Performance engine.

The Italian company Alpi Aviation (www.alpiaviation.com) displayed their new four-seat Pioneer 400 and the Syton helicopter. All Alpi aircraft feature an all-wood



Corvus Aircraft of Hungary brought the prototype of their new Racer 540 to AERO, specially designed for Red Bull racer Peter Besenyei.



Italian Alpi Aviation's unique series of wood/composite light aircraft includes the Pioneer 330 Acro.

wing and a wooden fuselage covered with two large streamlined carbon fiber shells. Their 100 HP Rotax 912S powered Pioneer 330 Acro is a low-cost two-seat side-by-side aerobatic trainer with retractable landing gears that is stressed to +6/-3 g. With a variable-pitch prop, cruise speed of 150 mph, range of 621 miles and payload capacity of 44 pounds, the airplane makes also for a decent cross-country ship. (see page 8.)

A major focus of this year's AERO show was electric-powered flight, and not only for model aircraft. A half dozen electric-powered self-launching sailplanes were on display, as well as several electric ultralights. All featured advanced, brushless electric motors and the latest Lithium-ion and Lithium-Polymer batteries. Several projects exhibited employed hydrogen fuel cells fed by compressed gaseous hydrogen. Look for a number of these aircraft to appear at EAA AirVenture Oshkosh this summer.

For aerobatic pilots, the most electrifying aircraft on display (pun intended!) was the German Twister from Silence Aircraft (www.silence-aircraft.de). This all-carbon design bears a striking resemblance to a Spitfire and has been available in kit form for several years. Search YouTube for "silence twister" for examples of its aerobatic abilities, remembering that its Australian Jabiru 2200 powerplant is produces only 80 HP.



The Spitfire-like composite e-Twister from German Silence Aircraft is poised to become the first-ever electric-powered aerobatic aircraft.

New at AERO however was the announcement of an electric-powered "e-Twister", a joint project between Silence, the German government and several companies involved in electric power. With the same weight, balance and power of the gas-powered version, the e-Twister will allow 30 minutes of aerobatic flight. While this may seem short, it is adequate for most training flights and even the few minutes that a competitive pilot spends in the box. The aircraft's wings can be quickly removed and the entire plane stowed in a specially-built trailer for transport. An additional benefit of the e-Twister is its very low noise and the flat torque curve for its electric motor, which by its nature delivers maximum torque even at a few RPMs. It will be interesting to watch this project evolve.

Of the many people I met at AERO, one of the most friendly was Italian Mirco Pecorari, owner of the Aircraft Design Studio (www.aircraftstudiodesign.com). His bold, colorful work was evident on many aircraft on display, and not



Italian aircraft scheme designer Mirco Pecorari (left) with the author at AERO (note IAC19 shirt!).



One of the numerous aircraft appearing at AERO with a “Mirco” paint scheme. This “Texan” from Italian FlySynthesis is flown by a member of the WeFly! formation airshow team of Italian paraplegic pilots.

only airshow planes. Mirco mentioned his plans to spend an entire month in the US this summer with his family, tending to the needs of his many clients in the US, which include Jon Sharp, Kevin Kimball, Kevin Eldgredge, Gary Ward, Skip Stewart and others.

The weekend airshow, short by US standards, was nevertheless worth watching. The star of the airshow was local pilot Matthias Dolderer, co-owner with his sister Verena of the popular Tannheim flying school not far from Friedrichshafen. Matthias flew a B-25 from the Flying Bulls collection in Salzburg, Austria, as well as his Extra 330SC. As one of the newest competitors in the Red Bull Race Series, Dolderer will be flying this year in a Zivko Edge 540.

Sun ‘n Fun this year was sunny, and fun, so it lived up to its reputation. The author spent most of his time within the exhibit tents and buildings looking for new technology. On Tuesday, I presented a talk entitled “The Early History of Aerobatics” at the invitation of the IAC. Later in the week, the great Kermit Weeks, international aerobatics



The author with Kermit Weeks.



Kendal Simpson—Clash Fan.

champion and founder of the amazing Fantasy of Flight near Lakeland, presented a talk on his aerobatics career and details of his two self-designed aircraft, the *Weeks Special* and the *Weeks Solution*. Kermit did an excellent job of this, and it didn’t matter that only a handful of admirers were in attendance. Weeks also hosted the annual “Splash In” event for seaplanes at his nearby facility.

While aerobatics is not a major focus at this event, the daily airshow did feature a number of the current lineup of leading pilots. Our friend Bill Finagin, who retired from competition with aplomb by winning first place in Advanced at last fall’s IAC19 Mason-Dixon Clash, was one of the featured pilots on the opening day of Sun ‘n Fun. However a battle with a ladder (Bill lost) just before the event left him with a couple of broken ribs and he wisely chose to postpone his new career as an airshow pilot until the future.

Another friend of IAC19 and competitor from the 2008 Clash, Kendal Simpson, announced at Sun ‘n Fun his entrance into the airshow artist world with his first performance scheduled for the weekend of May 30th. While this will prevent his attending the 2009 Carolina Boogie that weekend, we all wish Kendal great success and will rightly claim that his assured future popularity will be due in part to his participation in past IAC19 contests.

For a fan of aerobatics, one of the best aspects of Sun ‘n Fun is



Ann Salcedo and Bryan Taylor.



Kendal Simpson, IAC19 friend, nice guy, and newest member of the airshow pilot community.

the close proximity of the IAC tent, EAA visitor center, and Jim Kimball / MX Aircraft booth, all convenient to the Sunset Grille with its excellent supply of cool beverages after a long day of walking the grounds and craning the necks skyward.

Gatherings at the Kimball booth attracted a veritable who’s who from the acro scene, including many of IAC19’s members and friends. Seen there were Bryan Taylor, Michael Davis, Ann Salcedo, Vicki Cruse, Reggie Paulk, Denny Thompson, Kendal Simpson, Gary Ward, Chris Rudd, Bill Finagin, Mirco Pecorari, and the entire crew from North Carolina’s own MX Aircraft.

After attending a dozen or so major airshows in the past two years, I have gotten to the point of not noticing the daily airshows, unless their noise interrupts an interview. I don’t mean this out of disrespect, but after awhile they all look alike. An exception at Sun ‘n Fun was the airshow after dark. The cool evening air drew thousands of spectators out of their campgrounds and along the flight line, all in their favorite camp chairs with snacks on hand. The sight of slowly-turning aircraft streaming long trails of sparks or emitting rockets while in aerobatic flight was really worth watching, one reason I look forward to attending Sun ‘n Fun again in 2010.

Kent Misegades

Jeff Finkelstein gets a taste of Aerobatics

(continued from previous issue)

We approach the end of the runway and all of a sudden, I feel a tremendous G load and I'm looking at nothing but sky as he stands the plane on its tail and points it straight up. At some point he levels it off and I'm thinking, OK, that wasn't too bad. He does a few more checks and starts into some aerobatic moves. A few loops and rolls and at first, I'm really enjoying it. Then this bizarre feeling creeps in and all of a sudden, I ain't feeling too great.

Mitch levels off again and asks how I'm doing and I said, bravely, "Give me a minute". He complies and after a few minutes of level flight, I'm feeling OK again but notice I'm sweating but I can see my breath. At this point I'm not quite sure what aerobatic moves he does, but I do know that I'm upside down, looking at the earth a few thousand feet below, a couple of times. After a few more of these moves, I didn't cry or puke, but I said "UNCLE". It was good thing all I ate for breakfast was a banana, because there wasn't anything to come up as I had a few dry heaves.

Now I'm soaking wet and freezing and feeling way out of sorts. Mitch shows mercy and we head over towards the Monroe airport. I did mention that the visibility was great, right? I got settled and was enjoying the views of that Charlotte metro area. Mitch says we are going to fly over the local Ducati dealership (we both ride Duc's.). I've got a set of avionics in front of me and the altimeter is reading about 3000 feet. He puts the plane into a tight downward spiral towards the dealership and as the ground is rapidly approaching and the buildings are getting closer and closer, I started feeling really bad.

He levels off around 1800 feet, asks how I'm doing and from my feeble response, understands it ain't too good. I'm really sweating and thinking about grabbing the puke bag to my right, but manage to hold

it down.

He climbs back up to about 3000 feet and says we're headed back to Lancaster airport. Once again, I start feeling somewhat normal and settle back to enjoy the view, when I really start notice my teeth chattering. Mitch gets the plane lined up for landing with a pretty sharp bank to the left and I'm thinking to myself, OK, it's about over. He puts it down on the tarmac and well, let's just say the plane bounced a few times before staying on the tarmac and rolling to a stop. I won't give him any crap about his landing (others did), but the old saying that any landing you walk away from is a good one always applies.

We taxied to the hangar and I get out badly in need of water and a bathroom. I'm still feeling a bit out of sorts and we grab a quick bite at the airport and I grabbed a coke to try and settle my stomach. I thank Mitch for the ride and head



Mitch Velikovich's Pitts S-2B will soon sport this custom paint scheme.

for the house. When I got home I still felt a bit under the weather, so I ate a sandwich, took a shower and a short nap. Finally around 6 PM, I was finally feeling normal.

All I can say is what a ride. It has always been on my list of things to do in my life to go for a flight in an aerobatic biplane and thanks to Mitch, I've done it.

Now, would I go again? You bet - I will do it all over again!

Jeff Finkelstein





IAC19's Sponsors



Chris Rudd—candidate for IAC Director

All IAC members will soon receive a ballot for a new slate of Directors. Among the candidates is our own **Chris Rudd**, tireless IAC19 volunteer, competitor and upcoming Contest Director of the 2009 US Nationals. What few know is the Chris travels all the way from his home in southern Alabama to take part in IAC19 contests. He and his wife have been generous sponsors of IAC19 events for the past years and devoted a great deal of time to make our contests the success they have been in recent history. Needless to say, we wish Chris Rudd well and know he'd make a terrific Director.

Calling all Airshow Pilots

IAC19 member **Johnny White**, whose flight school "Aviators Unlimited" in beautiful Abingdon, VA (KVJI) specializes in Cub and Pitts training is looking for a few good men, and ladies too. Johnny is an organizer of his airport's annual festival on Aug. 30-31, which includes an airshow. Johnny is looking for a few more acts and asks anyone qualified and interested to get in touch. He stresses that this is a "low budget" event but attracts crowds that appreciate even the simplest of routines. Contact Johnny at: 276-614-0412 johnny@aviatorsunlimited.us www.aviatorsunlimited.us

Name this future aerobatic pilot. Send your guess to the newsletter editor at kmisegades@bellsouth.net (Hint: his picture appears elsewhere in this issue.)

Brett Pearce brings Soaring to Sebring, and the Carolina Boogie

IAC19 member recently competed in his glider at the spring Sebring contest. Here is his summary:

"We were able to successfully run the glider division at Sebring! Although many people expressed their doubts and gave us a cold shoulder, we ran a tight system that changed many minds. We were able to do a flight every 17 minutes, with only one glider, one towplane, and 5 pilots! Next year they want to integrate us into the regular classes.

"I only placed 4th this time, was wayyyy off heading on my half-Cuban. So far I'm the only one who is checked off for solo acro flight, but I didn't feel comfortable flying the half-Cuban by myself quite yet (In the ASK-21, it has the highest exit speed of any of the maneuvers, even

more so than the split-s). Ergo, the one maneuver I didn't practice has the highest K value for the flights! I know what I'll be practicing this coming weekend!

"Another point: all of us were scoring just as high, if not higher than the Air Force cadets at nationals! We're working on a plan to go to Nationals and compete with the ASK-21. I would like to ask, is there any way to get support or sponsorship, or do you know of any company that might be interested in sponsoring our collegiate group?"

News Flash : thanks to Brett Pearce's enthusiasm and Bryan Taylor's support, gliders will be present at the 2009 Carolina Boogie. While the number of competitors and flights will be limited this year, it does add a different twist to IAC19 contests that is sure to gain our fine chapter even more national attention. Thanks, Brett!

IAC CHAPTER 19 NEWS—PLEASE PAY YOUR 2009 DUES—see IAC19.ORG

Congratulations to **Bryan Taylor** and **Kendal Simpson** on their entry into world of airshow pilots. Bryan will perform at the upcoming Mid-Atlantic Fly-In and Sport Aviation Convention (www.mafsac.com) at Lumberton in his Giles G-202 on May 23 & 24. IAC19 members—please try to attend and give Bryan grief, uhhh, support. Kendal Simpson (www.acronut.com), a regular at our Mason-Dixon Clash, will make his airshow debut at the Patriotic Festival on May 31st in Virginia Beach, VA. Kendal will be flying his Pitts S2S and a Pitts Model 12. Not to be outdone by these young guys, our “A.S.S.” **Bill Finagin**, who retired from competitive aerobatics with a win in Advanced at our 2008 Mason-Dixon Clash, is also on the airshow circuit this year. We wish all three of these fine aviators great success and smooth air this summer, and look forward to hearing of their exploits over a cool one at the 2009 Clash.

IAC19 Member Offer Aerobatic Training: **Bryan Taylor** recently announced his availability for spin/upset training as well as aerobatic coaching. Contact Bryan at 910-391-1030 or RandTAviation@ec.rr.com.



Newest clutch of Red Bull birds to emerge from the MX Aircraft facility in North Wilkesboro, North Carolina. The yellow plane belongs to rookie racer Australian Matt Hall, who had his introduction to aerobatics at the IAC19 Mason-Dixon Clash a few years ago, while stationed at Seymour-Johnson AFB in Goldsboro, NC. (image courtesy Markus Kucera, Red Bull Racing, via IAC19 member Hubie Tolson)

Regional Aerobatic & Sport Aviation Events (IAC 19 Events in Red)

May 22-24	Mid-Atlantic Fly-In and Sport Aviation Convention (MAFSAC.com), Lumberton, NC (KLBT)
May 28-31	IAC19 Carolina Boogie Contest, Burlington Regional Airport, Lumberton, NC (KLBT)
June 12-14	Tar Heel FAST Formation Clinic, KTTA, flyredstar.org > Events
June 12-13	Southeast Aerobatic Open, Treea Field (4A7): Atlanta (Hampton), GA iac3.org
June 13th	IAC19 Monthly Meeting & Practice session, 10-2, Location TBD
June 26-28	Wildwoods AcroBlast Cape May County Airport (KWWD), Lower Township, NJ iac52.org
July 11th	IAC19 Monthly Meeting & Practice session, 10-2, Location TBD
July 25-Aug 1	EAA AirVenture Oshkosh (KOSH) airventure.org iac52.org
Aug 8th	IAC19 Monthly Meeting & Practice session, 10-2, Location TBD
Aug 14-16	Kathy Jaffe Challenge, Flying W (N14): Lumberton, New Jersey
Sept 19-20	East Coast Aerobatic Contest, Warrenton-Fauquier (KHUY): Midland, VA iac11.org
Sept 12th	IAC19 Monthly Meeting & Practice session, 10-2, Location TBD
Sept 20-25	2009 IAC Nationals, Denison, TX, usnationalaerobatics.org
Oct 8-11	IAC19 Mason-Dixon Clash Contest, Farmville Regional Airport, Farmville, VA (KFXV)
Nov 14th	IAC19 Monthly Meeting & Practice session, 10-2, Location TBD

IAC Chapter 19 Officers and Appointed Positions for 2009

President	Michael Davis	434-251-9467	michael.davis@areva.com
Vice-President	Jim Walker	919-349-0057	jwslim1@aol.com
Secretary	Pat Hayes	919-605-4280	epat@us.ibm.com
Judges School	Michael Davis	434-251-9467	michael.davis@areva.com
Treasurer	Bryan Taylor	910-862-2980	RandTAviation@ec.rr.com
Flight Advisor & Technical Coordinator	Pat Hayes	919-605-4280	epat@us.ibm.com
Newsletter Editor & Webmaster	Kent Misegades	919-303-8230	kmisegades@bellsouth.net
Contest Director-Lumberton	Bryan Taylor	910-862-2980	RandTAviation@ec.rr.com
Contest Director-Farmville	Chris Rudd	850-766-3756	akrudd@gmail.com

Copyright 2009 by IAC Chapter 19. The Dixie Acro Flyer is the official newsletter of IAC Chapter 19, which meets on the second Saturday of each month at 10:00 AM at airports in the North Carolina region. The Dixie Acro Flyer is sent to all active chapter members. Membership rate is \$25 annually, paid to the Treasurer, Bryan Taylor, 289 Turtle Cove Dr., Elizabethtown, NC, 28337. Newsletter contributions are welcome and may be sent to the Editor, Kent Misegades, 204 Parkmeadow Dr., Cary, NC 27519, kmisegades@bellsouth.net. Contributors agree to their work also being sent to IAC headquarters for publishing.

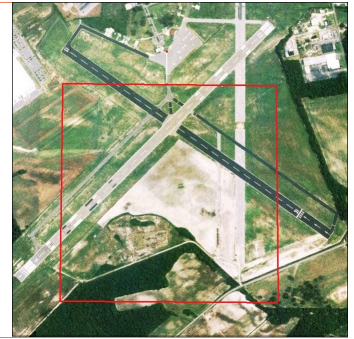
IAC 19's Next Event

When: May 28-31, 2009

Where: Lumberton, NC Airport (KLBT)

What: IAC19 Carolina Boogie

Program: Contest and Friends



Alpi Aviation, with offices in Pordenone (near Venice), Italy, manufactures a series of two- and four-seat aircraft that combine the strength of wings and internal structure made from wood with the smooth contours of an outer shell of carbon fiber.

Available from the factory or in kit form, the Pioneer family of planes includes the 330 Acro. Designed to an ultimate stress limit of +9/-4.5 (-6/+3 in normal flight) and powered by a 100 HP Rotax 912S engine turning a variable-pitch prop, the aircraft feature seating for two side-by-side, dual sticks, retractable landing gears, inverted fuel and even smoke.

The plane has a roll rate of 180 degrees/second, an initial ROC of 1500 fpm and, when flown at 70% power, allows a range of over 600 miles.

With the Rotax's miserly fuel burn rate of 5-6 gph (premium auto-gas), the Pioneer 330 Acro packs a lot of fun into an efficient package. It is also one of the few modern aerobatic designs available as a kit.

For more details on the 330 Acro, contact Alpi's US representative, Orlando/Sanford Aircraft Sales, www.airplane4sale.com

Pioneer 330 Acro

Manufacturer: Alpi Aviation, Pordenone, Italy (alpiaviation.com)

Engine: Rotax 912 ULS, 100 HP

Wing Span: 24.8 ft.

Empty weight: 650 lbs.

Gross Weight: 1168 lbs.

Baggage Weight: 44 lbs.

Maximum Speed: 168 mph

Cruising Speed: 149 mph

Stall Speed: 40 mph

Roll Rate: 180 degrees/second

Stress limits: +9/-4.5 (ultimate)

Fuel capacity: 21 gallons

Range at 75% power : 621 miles

Below: The Pioneer 300 Advanced Kit comes with everything needed to build the plane except for the engine and accessories, instruments, propeller and interior coverings.

