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 control position. 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 MATERIALS KITS

#### SECTION 1 KITS

<table>
<thead>
<tr>
<th>Foam Kit</th>
<th>01-01410</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fiberglass Kit</td>
<td>01-01415</td>
</tr>
<tr>
<td>Wood Kit</td>
<td>01-01420</td>
</tr>
<tr>
<td>Hardware Kit</td>
<td>01-01430</td>
</tr>
<tr>
<td>Metal Kit</td>
<td>01-01425</td>
</tr>
<tr>
<td>Misc. Mats</td>
<td>01-01440</td>
</tr>
<tr>
<td>Tools Kit</td>
<td>01-01435</td>
</tr>
<tr>
<td>Fuel Fittings</td>
<td>01-01431</td>
</tr>
<tr>
<td>Epoxy Kit</td>
<td>01-38201</td>
</tr>
</tbody>
</table>

#### SECTION II KITS

<table>
<thead>
<tr>
<th>Part #</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bolts</td>
<td>01-01505</td>
</tr>
<tr>
<td>Screws</td>
<td>01-01510</td>
</tr>
<tr>
<td>Washers</td>
<td>01-01515</td>
</tr>
<tr>
<td>Nuts</td>
<td>01-01520</td>
</tr>
<tr>
<td>Nutplates</td>
<td>01-01525</td>
</tr>
<tr>
<td>Rivets</td>
<td>01-01540</td>
</tr>
<tr>
<td>Fittings</td>
<td>01-01535</td>
</tr>
<tr>
<td>Foam</td>
<td>01-00297</td>
</tr>
<tr>
<td>Exopxy</td>
<td>01-01545</td>
</tr>
<tr>
<td>Metal</td>
<td>01-01530</td>
</tr>
<tr>
<td>Misc</td>
<td>01-01560</td>
</tr>
<tr>
<td>Fiberglass</td>
<td>01-00298</td>
</tr>
</tbody>
</table>

---

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

### CHAPTER KITS

#### 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

| MK-1/MK-2 Info Pack | 01-00662 | FREE |

### CHRISTAVIA MK-1 KIT PRICE LIST

| MK-1/MK-2 Info Pack | 01-00662 | FREE |
| MK-1 Plans | 01-00663 | Plywood Kit (MK-1) | 01-39820 |
| MK-2 Supplement | 01-00664 | MK-1 Alum. Sheet Kit | 01-39830 |
| MK-2 Plans Complete | 01-00692 | MK-1 4130 Tube Kit | 01-39840 |

### 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 Aluminum Kit | 01-00678 | MK-4 Hardware Kit | 01-00679 |
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.

STARDUSTER KITS & COMPONENTS

<table>
<thead>
<tr>
<th>PART NO</th>
<th>DESCRIPTION</th>
<th>PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>01-00436</td>
<td>STARDUSTER TOO AILERON FILLETS</td>
<td></td>
</tr>
<tr>
<td>01-00437</td>
<td>STARDUSTER TOO COCKPIT COWLING</td>
<td></td>
</tr>
<tr>
<td>01-00438</td>
<td>STARDUSTER TOO SA300 NOSE BOWL</td>
<td></td>
</tr>
<tr>
<td>01-00439</td>
<td>STARDUSTER TOO TDECK W/ HDREST</td>
<td></td>
</tr>
<tr>
<td>01-00440</td>
<td>STARDUSTER TOO WHL PNTS 600X6</td>
<td></td>
</tr>
<tr>
<td>01-00452</td>
<td>STARDUSTER / ACRODUSTER DVD</td>
<td></td>
</tr>
<tr>
<td>01-00978</td>
<td>STARDUSTER / ACRODUSTER DVD</td>
<td></td>
</tr>
<tr>
<td>01-02419</td>
<td>STARDUSTER TDECK SA300 &amp; SA750</td>
<td></td>
</tr>
<tr>
<td>01-0491</td>
<td>O-320-D1A ENGINE 4 STARDUSTER</td>
<td></td>
</tr>
<tr>
<td>01-0494</td>
<td>O-320-D1B ENGINE 4 STARDUSTER</td>
<td></td>
</tr>
<tr>
<td>01-0495</td>
<td>O-320-D1B ENGINE 4 STARDUSTER</td>
<td></td>
</tr>
<tr>
<td>01-0496</td>
<td>O-360-A1A ENGINE 4 STARDUSTER</td>
<td></td>
</tr>
<tr>
<td>01-0502</td>
<td>STARDUSTER AILER FILLET LEFT</td>
<td></td>
</tr>
<tr>
<td>01-0513</td>
<td>STARDUSTER II SPAR</td>
<td></td>
</tr>
<tr>
<td>01-0560</td>
<td>STARDUSTER TOO COBANE STRUTS</td>
<td></td>
</tr>
<tr>
<td>01-0561</td>
<td>STARDUSTER TOO 1 STRUTS</td>
<td></td>
</tr>
<tr>
<td>02-00502</td>
<td>STARDUSTER TOO SA300 SPAR KIT</td>
<td></td>
</tr>
<tr>
<td>02-00900</td>
<td>STARDUSTER SINGLE PLACE PLR</td>
<td></td>
</tr>
<tr>
<td>02-08300</td>
<td>STARDUSTER TOOSPAR KIT</td>
<td></td>
</tr>
<tr>
<td>03-15700</td>
<td>STARDUSTER TOO 4130 TUBING KIT</td>
<td></td>
</tr>
<tr>
<td>04-07778</td>
<td>STARDUSTER FORKEND</td>
<td></td>
</tr>
<tr>
<td>04-07880</td>
<td>STARDUSTER TANK FLOPPERS</td>
<td></td>
</tr>
<tr>
<td>05-01078</td>
<td>STARDUSTER TOO SA300 CLR WINDSH</td>
<td></td>
</tr>
<tr>
<td>05-01079</td>
<td>STARDUSTER CANOPY CLR 1-PLACE</td>
<td></td>
</tr>
<tr>
<td>05-01081</td>
<td>STARDUSTER CANOPY CLR 2-PLACE</td>
<td></td>
</tr>
<tr>
<td>05-01082</td>
<td>STARDUSTER TOO SA300 TAILWHEEL</td>
<td></td>
</tr>
<tr>
<td>05-01086</td>
<td>STARDUSTER TAILWHEEL CNPRG KT</td>
<td></td>
</tr>
<tr>
<td>05-01087</td>
<td>STARDUSTER LDNG GEAR MATER. KT.</td>
<td></td>
</tr>
<tr>
<td>05-01090</td>
<td>STARDUSTER TOO HORIZ TAIL ASSY</td>
<td></td>
</tr>
<tr>
<td>05-01091</td>
<td>STARDUSTER TORQUE TUBE ASSY</td>
<td></td>
</tr>
<tr>
<td>05-01092</td>
<td>STARDUSTER TOO FUSEL MAT. KIT</td>
<td></td>
</tr>
<tr>
<td>05-01096</td>
<td>STARDUSTER TOO MAT. KIT WINGS</td>
<td></td>
</tr>
<tr>
<td>05-01103</td>
<td>STARDUSTER AILERON HINGE ASSY</td>
<td></td>
</tr>
<tr>
<td>05-01104</td>
<td>STARDUSTER AILRN DRV HRN ASSY</td>
<td></td>
</tr>
<tr>
<td>05-01112</td>
<td>STARDUSTER ALRN SLV STRT HRN</td>
<td></td>
</tr>
<tr>
<td>05-01138</td>
<td>STARDUSTER TOO SA300 CLR BUBBL</td>
<td></td>
</tr>
<tr>
<td>05-01139</td>
<td>STARDUSTER TOO SA300 GRAY WINDS</td>
<td></td>
</tr>
<tr>
<td>05-01141</td>
<td>STARDUSTER TOO SA300 GRN WINDSH</td>
<td></td>
</tr>
<tr>
<td>05-01142</td>
<td>STARDUSTER TOO SA300 GRN BUBBL</td>
<td></td>
</tr>
<tr>
<td>05-01143</td>
<td>STARDUSTER TOO SA300 GRN BUBBL</td>
<td></td>
</tr>
<tr>
<td>05-01184</td>
<td>STARDUSTER CANOPY GRN 1-PLACE</td>
<td></td>
</tr>
<tr>
<td>05-01185</td>
<td>STARDUSTER CANOPY GRN 2-PLACE</td>
<td></td>
</tr>
<tr>
<td>05-01196</td>
<td>STARDUSTER CANOPY GRN 2-PLACE</td>
<td></td>
</tr>
<tr>
<td>05-01211</td>
<td>STARDUSTER TOO TIE ROD SET W/T</td>
<td></td>
</tr>
<tr>
<td>05-19700</td>
<td>FUEL TANK STARDUSTER I (MAIN)</td>
<td></td>
</tr>
<tr>
<td>05-19710</td>
<td>FUEL TANK STARDUSTER I (INVERT)</td>
<td></td>
</tr>
<tr>
<td>05-19720</td>
<td>FUEL TANK STARDUSTER I (WING)</td>
<td></td>
</tr>
<tr>
<td>05-19800</td>
<td>FUEL TANK STARDUSTER II (MAIN)</td>
<td></td>
</tr>
<tr>
<td>05-19810</td>
<td>FUEL TANK STARDUSTER II (INVERT)</td>
<td></td>
</tr>
<tr>
<td>06-00179</td>
<td>STARDUSTER II LANDING GEAR*</td>
<td></td>
</tr>
<tr>
<td>06-00987</td>
<td>STARDUSTER TOO STD ENG MOUNT</td>
<td></td>
</tr>
<tr>
<td>06-00998</td>
<td>STARDUSTER TOO SA300 FRWL GALV</td>
<td></td>
</tr>
<tr>
<td>06-00999</td>
<td>STARDUSTER EXHAUST SYSTEM 6CYL</td>
<td></td>
</tr>
<tr>
<td>06-00999</td>
<td>STARDUSTER TOO FIREWALL SS</td>
<td></td>
</tr>
<tr>
<td>06-00999</td>
<td>STARDUSTER TOO FIREWALL GALV</td>
<td></td>
</tr>
<tr>
<td>13-02417</td>
<td>STARDUSTER TECHNICAL TIPS</td>
<td></td>
</tr>
<tr>
<td>13-02434</td>
<td>1 STARDUSTER PIN</td>
<td></td>
</tr>
<tr>
<td>13-02436</td>
<td>STARDUSTER PATCH SMALL</td>
<td></td>
</tr>
<tr>
<td>13-02437</td>
<td>STARDUSTER PATCH LARGE</td>
<td></td>
</tr>
<tr>
<td>13-02676</td>
<td>STARDUSTER DECAL</td>
<td></td>
</tr>
<tr>
<td>01-00468</td>
<td>SUPERSTARDUSTER BLDG THE GOLDS</td>
<td></td>
</tr>
<tr>
<td>05-03935</td>
<td>VITON 75 41 X 2 MM O-RING</td>
<td></td>
</tr>
<tr>
<td>05-03936</td>
<td>STARDUSTER AILRN DRIVE</td>
<td></td>
</tr>
<tr>
<td>05-03937</td>
<td>STARDUSTER AILRN DRIVE</td>
<td></td>
</tr>
<tr>
<td>05-03938</td>
<td>STARDUSTER AILRN DRIVE</td>
<td></td>
</tr>
</tbody>
</table>

*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.
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.

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 02-03670
Kit #2 Wing Metals Package
  (Baby Great Lakes) ......................... 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
  BuddyBabyLakes 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 & Panel Kits .......... P/N 01-10090
Fuselage Panels w/Hardware ......................... 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 Fuel Tank (3" Longer 11 Gal.) .......... P/N 05-03059

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

ACROLITE

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

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

The Acrolite was chosen as one of two finalists in the Aircraft Spruce & Specialty Company acquired all rights to these designs in May, 1996 and now offers info on kits, plans, raw materials kits, and pre-fabricated kits for these fine aircraft. Contact Aircraft Spruce for information on kits, plans, and plans for the Acrolite.

ACROLITE KITS

Info Pack, ........................................ P/N 01-20005 ...FREE
Plans, ........................................ P/N 01-20090

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 Cow Kit, ......................... P/N 01-20085

ACROLITE KITS

Info Pack, ........................................ P/N 01-20005 ...FREE
Plans, ........................................ P/N 01-20090

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 Cow Kit, ......................... P/N 01-20085

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 on kits, plans, raw materials kits, and pre-fabricated kits for these fine aircraft. Contact Aircraft Spruce for information on kits, plans, and plans for the Tailwind

TAILWIND / V-WITT KITS

Tailwind 4130 Tube kit ......................... P/N 03-15800
Tailwind Complete Spruce Kit ................. P/N 02-08500
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
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 Chalk Oskosh 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 in a package that was built for them by “Witt” - a 4-place, 6 cylinder, 130 HP Franklin powered prototype.

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

**VAN’S AIRCRAFT INC.**

14401 NE Kill Rd - Aurora, OR 97002

Phone: (503) 678-6545  •  Fax: (503) 678-6560

info@vansaircraft.com  •  www.vansaircraft.com

**WITTMAN BUTTERCUP**

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

Mexicali, Mexico, 22446-0605 USA.

Ph: (573) 581-9000 (Mon-Fri, 8-5 Central), Fax: (573) 581-0011

info@zenithair.com  •  www.zenithair.com
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

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 Lycoming 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 .............

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 (2,290 kilometers) on 52 gallons (200 liters) of fuel. The pilot sits in a semi-reclined seat and 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 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 .......... P/N 01-00014 ..........
Sonex 3-1/8” Instrument Kit ........... P/N 01-00015 ..........

SONEX SCRATCH 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 5251 • 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 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 V-8 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

Wood kit (VPK-1) ........................................... 01-00222
Plywood kit (VPK-2) ........................................ 01-00223
Metal kit (VPK-3) ........................................... 01-00224
Hardware kit (VPK-4) ..................................... 01-00225
Fabric kit (VPK-5) ......................................... 01-00226
Fabric Coating kit (VPK-6) ............................ 01-00227
Wing Assy. kit (VPK-10) ................................. 01-00228
Landing Gear 800 lb. (VP-1 cable-braced) ... 06-00041
Landing Gear 800 lb. (VP-1 free standing) ... 06-00404
Landing Gear 1100 lb. (VP-2 free standing) ... 06-00043
VP-1 Plans and Handbook ............................. 13-11560

WESTSAND LLC

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 light-weight, the BushCaddy is a kit built aircraft constructed entirely of aircraft grade 2024-T3, 6061-T6 aluminum and 4130 steel. 4 models of BuschCaddy 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@buschcaddy.com • http://buschcaddy.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 GlalStar 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 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 fuselage 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 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
Elevator Kit .............................................. 01-02305
Engine Mount Kit ...................................... 01-02310
Elevator-Stabilizer Kit ............................... 01-02315
Fin & Rudder Kit ....................................... 01-02320
Fuselage Kit ................................................ 01-02325
Wing Rib Kit ............................................... 01-02330
Wing Spar & Skin Kit ................................. 01-02335
One Piece Turtledock .................................. 01-02349
Matching Fairing for Turtledock .................. 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 190 mph.

For more information on the S-18 contact Classic Sport Aircraft
19426 Campbell Creek Dr., Springville, CA 93255
Phone/Fax: (559) 539-2755 • E-mail: s18mike@ocsnet.net
ACRO SPORT KITS

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 straightforward, the Acro Sport design has been chosen by hundreds of schools for project Schollflight programs. It has a wide landing gear which provides superb ground 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.

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..................
Spar Kit.................................
Rivet Kit..............................
Misc. Hardware Kit...................
Landing Gear..........................

Note: All additional items such as tie rods, instruments, lumbings, aeronautics, etc. can be found in 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 every respect to the Heath Parasol, the Pixie is a modernization of the Heath 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 again Stits Poly-fiber. This is a beginner’s project for construction, with coverings are included. Use Stits Poly-fiber. The Pixie 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 Pixie’s wings are 27'-3 1/2” long, 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 are $10.50 and complete 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.

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 27'-3 1/2” long, 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 form Aircraft Spruce, the approved supplier.

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 wings 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 recommended powerplants range from 65 to 650 hp. Suggested engine Rotax 850 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)
- Performance:
  - Max horizontal speed: 140 Kts (260 Km/h)
  - Cruise: 120 knots (220 Km/h)
  - Stall: 34 Kts (62 Km/h)

The prototype of the LS1 was unveiled in Colorado, features a 54” wide cockpit, a cruise speed of 120 knots and a useful load in excess of 600 lbs. The Nexaer LS1, manufactured by Nexaer in Colorado Springs, is a 2-seat composite airplane that meets the requirements of the Federal Aviation Administration when plans for the Light Sport Aircraft classification under the new FAA Sport Pilot rule and is being promoted and marketed by Sportplanes.com. The LS1, manufactured by Nexaer in Colorado Springs, utilizes traditional steel tube fuselage, Sitka wings and fabric covering. The aircraft has folding wings made of 2024T3 aluminum. The Nexaer LS1 is designed by John Monnett. It shows an obvious influence by Steve Wittman’s Tailwind, featuring 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 can support engines from 80 hp to 150 hp. Suggested engine Rotax 912 series.

**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 can support engines from 80 hp to 150 hp. Suggested engine Rotax 912 series.

**Sonerai series aircraft**

Sonerai series aircraft are mid and low wing 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. Designed for Italian ultralight aviators, it is a very beautiful aircraft inspired to Frati’s Falco line. All metal construction can support engines from 80 hp to 150 hp. Suggested engine Rotax 912 series.

**PITTSMITH 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 1983, 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 form 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.

**NEXAER LS1**

The Nexaer LS1, a 2-seat fully aerobatic airplane designed specifically around the 360 HP (400hp) Russian built Vedeneyev M-14P (PF) radial. Stressed to +9 gms 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.

**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**

Corby Starlet, 1335 Robinhood Lane S., Lakeland, FL 33813

Ph: (863) 644-8426
corbystarlet@juno.com • www.CorbyStarlet.com

**PITTS MODEL 12**

The latest biplane designed by Curtis Pitts. The Pitts Model 12 is a 2 place fully aerobatic airplane designed specifically around the 360 HP (400hp) Russian built Vedeneyev M-14P (PF) radial. Stressed to +9 gms 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.
**Aircraft Kits**

**Aquajet X**

The new AQUAJET-X, inspired by forthcoming warbirds P22 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

Aquatjet X Plans .............................................. P/N 01-00962
Aquatjet 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 735 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 on Lightning Aircraft contact

Lightning Aircraft

4140 W. Mercury Way • Chandler, AZ 85226
Phone: (480) 961-1001 • Fax: (480) 961-1514
e-mail: rotorway@prosnet.com

Box 1236 1107-9th St. W., Kindersley, SK, Canada S0L 1S0

Phone: (306) 463-6030 • Fax: (306) 463-6032

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

**Rotorway Exec 162F**

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:

41140 W. Mercury Way • Chandler, AZ 85226
Phone: (480) 961-1001 • Fax: (480) 961-1514
e-mail: rotorway@prosnet.com

**Hummingbird 260L**

The Hummingbird 260L is a one-place, side-by-side, enclosed cabin, highwing monoplane, amphibious flying boat. The original Sportsman was completed December 1956. 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 airworthy and seaworthy. Wings are wood spar and ribs, fabric covered. It has a cruising speed of 85 mph and stalls at 45 mph.

For further information on Lightning Aircraft contact

Lightning Aircraft

4140 W. Mercury Way • Chandler, AZ 85226
Phone: (480) 961-1001 • Fax: (480) 961-1514
e-mail: rotorway@prosnet.com

Box 1236 1107-9th St. W., Kindersley, SK, Canada S0L 1S0

Phone: (306) 463-6030 • Fax: (306) 463-6032

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

**Volmer VJ-22 Amphibian**

The Volmer VJ-22 “Sportsman” is a two-place, side by side, enclosed cabin, highwing monoplane, amphibious flying boat. The original Sportsman was completed December 1956. 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 of 85 mph and stalls at 45 mph.

Lightning Aircraft

4140 W. Mercury Way • Chandler, AZ 85226
Phone: (480) 961-1001 • Fax: (480) 961-1514
e-mail: rotorway@prosnet.com

Box 1236 1107-9th St. W., Kindersley, SK, Canada S0L 1S0

Phone: (306) 463-6030 • Fax: (306) 463-6032

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

**Lightning**

**Jabiru 3300**

**Engine**

<table>
<thead>
<tr>
<th>HP</th>
<th>120</th>
<th>120</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Speed</td>
<td>190 mph</td>
<td>150 mph</td>
</tr>
<tr>
<td>Cruise Speed</td>
<td>175 mph</td>
<td>138 mph</td>
</tr>
<tr>
<td>Take Off Roll</td>
<td>208 mph</td>
<td></td>
</tr>
<tr>
<td>Stall (Full Flaps)</td>
<td>45 mph</td>
<td>40 mph</td>
</tr>
<tr>
<td>Stall Clean</td>
<td>55 mph</td>
<td>51 mph</td>
</tr>
<tr>
<td>Glide Ratio</td>
<td>17:1</td>
<td></td>
</tr>
<tr>
<td>Take Off Roll</td>
<td>315 ft.</td>
<td>275 ft.</td>
</tr>
<tr>
<td>Landing Roll (with brakes)</td>
<td>500 ft.</td>
<td>360 ft.</td>
</tr>
<tr>
<td>Climb Rate (at gross)</td>
<td>1200 ft/min</td>
<td>1800 ft/min</td>
</tr>
<tr>
<td>Turn Rate 45°</td>
<td>&lt;1 second</td>
<td></td>
</tr>
<tr>
<td>Maneuvering Speed</td>
<td>140 mph</td>
<td></td>
</tr>
<tr>
<td>Endurance</td>
<td>4 hr</td>
<td>5 hr</td>
</tr>
<tr>
<td>Range w/reserve</td>
<td>700 nm</td>
<td>700 nm</td>
</tr>
</tbody>
</table>

For further information on Lightning Aircraft contact

Lightning Aircraft

18750 West Avra Valley Rd., Marana, AZ 85653
Phone: (520) 405-6868 • hobbss28@gmail.com

www.lightningaircraftwest.com
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 2300 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 North American Inquiries please call 1-305-395-3698 Email: info@pulsaraircraft.com

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 ft and it is just under 22 ft. 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@ coppernet.com

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

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-composite ribs per panel with a D-cell leading edge spar and a C-section rear spar. Design load factor is +8g to -5g. 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 Untralight" 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

For VELOCITY: A recent addition to the Velocity line of high performance aircraft is the Elite XL. The XL – for “extra large” – combines all the flying qualities of the canard type airplane with the largest cabin of all kit aircraft. Larger, in fact, 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 retractable gear. Two large gull wing doors are standard.

Contact: Rand Robinson Engineering 9071 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 02-05500 KR-2 Complete Spruce Kit.................. P/N 02-05500 KR-2S Complete Spruce Kit.............. P/N 02-05510

For SKYBOLT: The Skybolt is a 2 place fully aerobatic biplane which is also an excellent cross-country 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 02-07000 4130 Steel Kit P/N 03-15500

For HONEY BEE & H-3 PEGASUS: 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 culpsspecial@yahoo.com • www.culpspecialties.com

For CULP SPECIAL: A recent addition to the Velocity line of high performance aircraft is the Elite XL. The XL – for “extra large” – combines all the flying qualities of the canard type airplane with the largest cabin of all kit aircraft. Larger, in fact, 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 retractable gear. Two large gull wing doors are standard.

Contact: Rand Robinson Engineering 9071 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 02-05500 KR-2 Complete Spruce Kit.................. P/N 02-05500 KR-2S Complete Spruce Kit.............. P/N 02-05510

For SKYBOLT: The Skybolt is a 2 place fully aerobatic biplane which is also an excellent cross-country 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 02-07000 4130 Steel Kit P/N 03-15500

For 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-composite ribs per panel with a D-cell leading edge spar and a C-section rear spar. Design load factor is +8g to -5g. 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 Untralight" 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
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 02-25200
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

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 homebuilt, 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.

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. Washington 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, Taskern 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
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 0-235 and Lycoming 0-320. 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 doors. Pre-aligned punched holes make elimination of 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 to Rebel kits. For further information contact Murphy Aircraft Mfg. Ltd, Unit #18155 Atkten Rd., Chilliwack, British Columbia, Canada V2R 4H5. Ph: (604) 792-5855.

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 Barracuda, made entirely of spruce and plywood, is a fast, high performance, side by side two-place with retractable, tricycle gear. Rated for limited aerobatics, it has a 200 MPH cruise speed and 2,100 FPM rate of climb with a Lycoming 0540 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 jiggings. 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 01-00817

The Stallion will carry 6 people 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 engined 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 taxiing 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@mibay.net

Contact David R. Bowers: 13730 Burke Road, Los Altos Hills, CA 94022-3549 ph: (655) 948-3229 • Http://www.bowersflybaby.com

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 paired with plywood and aluminum formers which support spruce spars. 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 02-08900
**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

For more information please contact:
Criquet 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 2000pm which makes it a very capable glider. The 211USG 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 912/5

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 • Fax : 450 372 8122
www.dreamaircraft.com