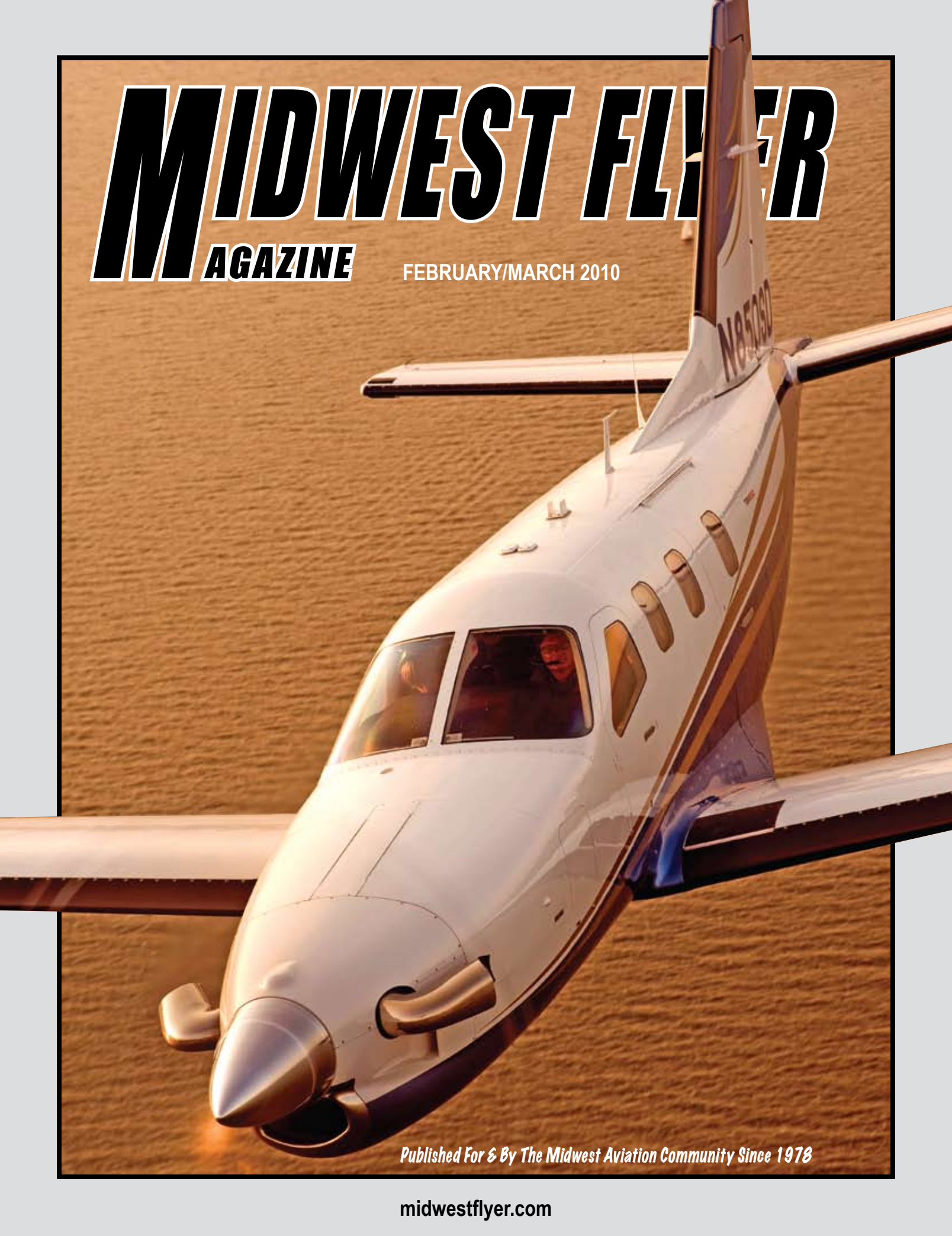


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can also translate into greater range, or increased useful load, depending on the airframe set-up.

Debate Settled?

Hardly. In fact, with the introduction of the Light Weight O-200-D, and its new-product uncertainties, the next few years will probably contribute new data to talk about. It does seem to me, however,

that the rather surprising conclusion to come out of the comparison attempted here is that the two competitors are really running about neck and neck at this point in the race. Some factors favor one engine while others suggest another choice. Take a look at your situation, think it through along with all the other factors that affect a purchase decision, and reach your own conclusions.

While Rotax has earned a dominant

market position, the competition is heating up fast. Several major S-LSA players, including American Legend, CubCrafters, AMD and Cessna, are betting on Continental. Jabiru, while a distant third, is running hard, with Jabiru, Arion, X-Air, and Cheetah among those offering this engine option.

We will get this settled about the time we figure out which wing configuration is better. □

AIRCRAFT

Piper Gets Light Sport Aircraft

VERO BEACH, FLA. – Piper Aircraft says it is going back to its roots with a Czech-built light sport aircraft the company is calling the “PiperSport.”

In its first appearance at the U.S. Sport Aviation Expo in Sebring, Fla. in January 2010, the company unveiled the aircraft, which was previously sold as the SportCruiser by Czech Sport Aircraft. The two companies now have a licensing agreement and Piper says it is ready to start deliveries in April.

“Piper’s heritage dates from what was one of the original ‘LSA’ aircraft of its time: the venerable Piper Cub,” Piper CEO Kevin Gould said. “Consequently, Piper is in many ways returning to a market segment we played an integral role in inventing... but with all the modern, state-of-the-art elements that our customers expect today, from design and manufacturing to performance, avionics and reliability.”

There will be three models; the basic PiperSport (\$119,900), training-oriented LT (\$129,900), and the decked out LTD (\$139,900). All models will be powered by the Rotax 912 that will run on premium unleaded mogas or 100LL. Useful load on the mandated maximum weight of 1320 pounds is 600 pounds. If the seat and baggage load allow, the tanks will hold 30 gallons and maximum range is 600 nm.

Like other manufacturers of larger aircraft that have included LSAs in their lineup (i.e. Cessna), or are



PiperSport

planning to (i.e. Cirrus), the idea is to start new pilots on Pipers so they'll keep buying them.

“The PiperSport is an amazing entry-level aircraft that will bring new customers into Piper and lead the way for those customers to step up into more sophisticated and higher performance aircraft within our line over time,” Gould said.

For information, contact Chicago Piper and Des Moines Flying Service at 800-622-8311 (www.dmfs.com). □

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Wipline Floats For The Quest Kodiak



Quest Kodiak with Wipline 7000 floats.

SOUTH ST. PAUL, MINN. (FLEMING FIELD) - Wipaire is making steady progress on certification of their Wipline model 7000 float, designed for the Quest Kodiak. The innovative float structure received FAA approval in early

December via a Technical Standard Order authorization, or TSO. With the FAA's approval of the structure and design confirmed, Wipaire engineers are turning their full attention to the completion of flight testing, and expects full approval

of the installation in the 1st quarter of 2010. Aircraft are currently on the ramp awaiting the Supplemental Type Certificate approval and installation of Wipline 7000 floats.

The Quest Kodiak, designed to access short, unimproved back country strips, coupled with Wipaire's new 7000 floats, will whisk passengers to the most remote lakes and rivers in safety and comfort. The hulls of the Wipline 7000 floats are modeled after the successful Wipline 13000 floats, which have improved rough water handling qualities and also include the traditional Wipline "flat top-deck" for easy loading and safety. A completely redesigned main gear system keeps maintenance simple and reliability high. These features and many others make this the most advanced and feature-rich float produced to date.

For 50 years, Wipaire has developed a full line of aircraft floats for all sizes of aircraft from the Piper Cub to the de Havilland Twin Otter as well as over 100 Supplemental Type Certificates for a variety of useful aircraft modifications. In addition, Wipaire is a service leader in other areas, including aircraft maintenance, avionics installation and repair, custom interior design and installation, and exterior refinishing.

Wipaire is located at Fleming Field, South St. Paul, Minnesota.

For additional information, contact Wipaire, Inc. at 651-451-1205 (www.wipaire.com). □