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NEWSLETTER

Texas Sport & The Siegfried Family Flyers

What's a sentimental guy to do? His daughter is growing up. Her interests have changed. From spending weekends with Dad to cavorting with friends, she's moved on. From family outings to pillow sessions about boys, from braces and pigtails to gowns and makeup, she's a world away.

Well perhaps not all is lost. If childhood interests are nurtured, if common interests are recognized, and if dreams are kept alive, then just maybe father and daughter develop a bond that endures and knows no generation gaps.

Aviation is long thought to be a sport for adrenaline charged guys. In today's world, however, aviation is increasingly appealing to women. As a sport, or as a profession, it has lots to offer.

Consider for a moment that you've grown up in a family so fascinated by airplanes and so involved in the ideas that flying is more than a hobby and more than a profession. It's become a lifestyle for grown men near and dear to you.

Next consider our fast-paced world of cars and cell phones, fast food and caffeine fixes. To spend every free moment and every free weekend around airplanes,

certainly it's got to be about speed and instant gratification, right?

Not so for the Siegfried family of Palo Alto, California. Flying has long been a low-stress love affair. For them, flying is a passion, one that includes *Continued Inside*



Building a Cub can be the experience of a lifetime at Texas Sport Aircraft Company.

Ready To Fly vs. Kit

We are often asked what's the difference between the ready to fly Legend Cub and the kit-built Texas Sport airplanes. The answer is very little. The two models share an airframe, wing design, and many of the requisite components. Most of all, both are built for enjoyment.

There are, however, a few minor differences. First, the

floorboard on the Legend Cub is of a fiberglass composite hollow core material. To make installation and handling easier, the floorboard on the Texas Sport is constructed of a high-quality plywood panel. Then there's the cowling on the PA-11 style closed cowl models. On the Legend Cub, this assembly comprises a custom fabricated sheet metal system. On the Texas Sport, the cowling is primarily constructed of fiber-

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Growing up a Siegfried

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the components of relaxation and time spent with friends.

If you grew up in the Siegfried family, you would have been introduced to the joys and the thrills of airplanes, the brightness and the energies that being around airplanes and flying them have to offer.

Rand Siegfried is a storied pilot and a semi-retired

toy industry executive. His flying experience spans some 40 years. He's owned many airplanes and flown many more. His passions are classic aircraft, and he has flown his share of iron legends including the Beech 18 and Ford Tri-Motor. Rand has a family of four, a wife, a daughter, and a son.

For Rand, airplanes are an elixir. If flying were a disease, one might say that Rand is inflicted. As surely as diseases can be transmitted, there is evidence that Rand passed his along to his family. The latest victim is his daughter McKinley.

McKinley Siegfried recently turned sixteen, though her flying career started at an early age. Suffice it to say her father had something to do with this. Remember, in the Siegfried family one thing is certain, the day you turn sixteen will be the day you take your first solo flight in a powered plane. For McKinley, this was no exception.

Rand searched diligently for the surprise sixteenth birthday gift for his daughter. Being an astute fan of airplanes, he found what he believed to be the perfect gift... a Texas Sport kit-built Cub. Rand too considered that building the project would involve considerable time. While both his time and that of his school-age daughter were in limited supply, he realized that under the Texas Sport KwikBild program, they could complete the airplane in a reasonable amount of time.

Curiosity, enthusiasm, apprehension, anticipation, and an assortment of other emotions collided to sweeten the concoction of this girl's sixteenth birthday. As McKinley contemplated her surprise, the realization it would require some assembly left no doubt she would fly it one day.

In building the airplane, the Siegfrieds spent a total of 28 days at the Texas Sport factory. Five trips were made from California to Sulphur Springs over a period of nine months. An estimated 500 hours were spent on the project. Countless hours were shared between father and daughter, a priceless gift for the giver and a lasting memory for the recipient.



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Rand Siegfried had this to say about his experience, "What a great feeling it is to be connected with my daughter at this time in her life. I was able to experience two of my life's greatest joys, flying and of course sharing this with my daughter." McKinley added, "I couldn't imagine that I was building something that was actually going to fly. Watching it fly was one of the most amazing things to ever happen to me, unforgettable. Plus, it is very special knowing that I experienced all this with my father's support."

Tail number N416MS signifies "for her 16th birthday, McKinley Siegfried." The completed Texas Sport kit Cub has flown from Texas to Florida then back, and on to California. The plane now has over 100 hours into its logbook, and eagerly anticipates its next adventure, Oshkosh perhaps!



Building something that was actually going to fly!



McKinley Siegfried step-by-step working on her Texas Sport aircraft kit.

Upcoming events to see the Legend Cub:

- Sentimental Journey to Cub Haven Fly-In Lock Haven, PA June 17-21, 2008
- EAA Air-Venture Oshkosh Oshkosh, WI July 28 - August 3, 2008
- Copperstate Regional Fly-In Casa Grande, AZ October 23-26, 2008

Sun 'n Fun 2008 - It's a Wrap

American Legend Aircraft Company has participated in the annual Sun 'n Fun Fly In now for four years running. Each year the company repositions airplanes, staff, and much more from its home base in Sulphur Springs, Texas, to Lakeland, Florida, for some, well... sun and fun.

The trek from KSLR to KLAL comprises some 1,200 statute miles, consuming approximately 270 gallons of gas, and occupying an estimated 700 man-hours of company time. Each year since 2005, the trip has proved a success. Aircraft are sold. Friendships are made. And Legend family bonds are strengthened.

2008 was in many ways like each year prior. Plans can never begin too soon. And, last minute details are all consuming, from finishing up aircraft, to firming up itineraries, to the frenzied coordination of the activities

of each and every person involved. It's an exercise in flexibility and utility.

In addition to airplane movements, ground transportation must be prepared and dispatched. Vehicles are loaded with displays, airplane parts, tools, computers, even luggage and bedding. Personnel arrive early for setup, others arrive as the weather dictates. There's no fixed plan, and if one is discussed you can count on it changing.

This year American Legend lead a cheery covey of seven aircraft to Lakeland. Among the airplanes enroute were two factory demonstrators, trusty 'ole Tweety and the prototype Texas Sport. The covey also included a spec-built new Legend Cub plus four customers and their airplanes. The customer planes highlight a range of available options

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"If low and slow is your favorite way of flying then the Legend Cub is your plane!"

Jimmy Watson, Legend Cub Owner

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AMERICAN LEGEND AIRCRAFT COMPANY

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and reflect each individual owner's taste. There was a classic J3-style yellow bird, an olive drab Legend Combat, a two-toned Legend Cub Special, and an amateur-built Texas Sport with red and white sunburst wings and checkerboard tail and gear fairings. The spec aircraft boasted newly introduced options including one of

the first TruTrak EFIS units, airbag seatbelts, and stylish new plush upholstery. Seeing the variety of colors and equipment now available was a broad departure from the single classic yellow Legend Cub that first arrived in Lakeland in 2005.

At American Legend, success at Sun 'n Fun is measured not only by numbers of aircraft sold, but indeed on a scale of fun for Legend owners, company employees, and friends of the Legend family. 2008 was undoubtedly a time to reconnect, and it was a year we'll fondly remember as one in which the Legend family grew stronger. ◀▶



L-R: Danny Broussard, Legend Cub owner, oil and gas services, Abbeville, LA; Darin Hart, company founder; Dick Parsons, Legend Cub owner; retired Delta pilot, Avery Island, LA; Oren Boyett, A&P CFI; Bob Elliott, Legend Combat owner, Prescott, AZ; Pat Bowers, the living legend; Rand Siegfried, Texas Sport KwikBild graduate, EAA director; Trish and Floyd Ridgley, Legend customer support; not pictured: Jim Lawrence, journalist and photographer.

Upcoming events (continued):

- AOPA Expo
San Jose, CA
November 6-8, 2008
- U.S. Sport Aviation Expo
Sebring, FL
January 22-25, 2009
- Sun 'n Fun Fly-In
Lakeland, FL
April 21-26, 2009

Cruising At Sea Level In The Legend FloatCub

The reasons to put floats on a plane are possibly akin to the reasons one might wish to put wings on a boat. Wouldn't it be fun if this plane could float, or if this boat could fly? Let's consider my top picks for going the floatplane route. First, there's the challenge; second, there's the possibility of yet another pilot rating; and third, there's the discovery of a new freedom.

Sometimes all it takes to be challenged is to hear another person's story of accomplishment. Or, perhaps the challenge is born on a bet, or just maybe it's razed for reasons as simple as following one's desire. Whatever its

origins, a challenge is merely a task or situation that tests someone's abilities. Today's challenge is landing a plane on water.

An airplane single-engine sea rating is neither a requirement nor a common first expectation for becoming a pilot. A seaplane rating, as it is commonly



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Ready To Fly vs. Kit . . .

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glass. Again, the workability of the fiberglass unit on the Texas Sport simplifies installation for the amateur builder.

From a components, construction, and performance standpoint, the two makes of aircraft are essentially the same. They look the same, and fly the same. The major difference is in the way each aircraft receives its airworthiness certification. The ready to fly Legend Cub is designed, built, and subsequently certified by American Legend Aircraft Company. The amateur-built Texas Sport Cub kit is fabricated and independently certified by its builder whose name appears on the aircraft's registration with the FAA.

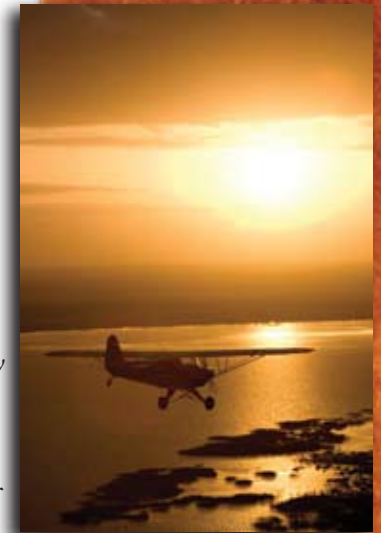
American Legend Aircraft Company was borne of the idea that a kit, in the form of a Cub, could be bought and built in a relatively short period of time. Following a visit to Oshkosh in 2004, and a failed attempt to find a suitable kit, this idea metamorphosed into a startup company. Initially this company set out to build ready to fly aircraft. Later, the idea evolved into Texas Sport Aircraft Company, with the express purpose of selling amateur-built aircraft. Now nearly four years since inception, the two companies boast over 150 models delivered.

At Texas Sport Aircraft Company, we understand that builders want a clear and short path to completing their airplane. They also want a kit that is

complete and can be assembled as succinctly as described. In the overall kit-built aircraft market, one in three kit aircraft never get completed—a fact that is not overlooked as builders search for their next project. At Texas Sport, our goal is to ensure a 100-percent completion rate.

The Texas Sport concept is not only to sell kits, but to offer builder's the assistance necessary for successful completion. The company dubbed its builder's assist program KwikBild™ for its straightforward, no nonsense approach. KwikBild delivers the right amount of expert knowledge and advice. And customers can work side by side with other factory workers.

The next time you are at Sun 'n Fun, AirVenture, or one of the many trade shows that we attend, take a close look at the Legend Cub and a Texas Sport. You'll find that the quality of both is exceptional, and it's hard to tell one from the other. If you get the chance to fly one, you'll find that both deliver the pure enjoyment they've become known for. ◀▶



The Texas Sport kit allows amateur builders to complete their own aircraft with their choice of features and options.



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"I love the crowd that my Legend Cub draws when I fly. It's a fun airplane, a gas to fly!"

Christopher Shaker, Legend Cub Owner



Cruising At Sea Level . . .

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referred to, is more the exception than the rule. But for those who wish to pursue one, suffice it to say a seaplane rating is where you'll learn to taxi, dock, land, and take off on water. Any pilot should aspire to obtain one.

The new freedom introduced by water flying is born in part from inspiration and part through passion. Discovering that the lakes from above look "other-worldly" is inspiring to say the least. The ripples, the reflections, and the sullen, yet complex and lively texture of the water's surface tell tales about the world hidden beneath. To see this world up close one must possess a passion for exploration. The passion to fly, the passion to explore and conquer, that's the discovery of a new freedom.

It's a boat, it's a plane, it's the Legend FloatCub—the seaplane certified version of the #1 selling American made light-sport Legend Cub. Weighing less than comparable aircraft, costing less to acquire and operate, and having the added advantage of doors and windows on both sides of the cockpit, The Legend FloatCub is the best thing going for satisfying the desire of water flying.

Both left and right side sets of doors and windows are a feature of every Legend Cub, and this is likewise true of the Legend FloatCub. This single design feature is especially appropriate for water flying as it allows both pilot and passenger entry from either side of the aircraft. This in turn allows the

boatsman, née pilot, to dock his craft as the drift dictates left or right.

The Legend FloatCub was first flown and certified in 2005. The following year, the Legend FloatCub was awarded Best Float Fabric Seaplane at Sun 'n Fun Fly-In. There it was demonstrated at the world renown Jack Brown's Seaplane Base and participated in the two-day Splash-In event at nearby Lake Parker. The Legend FloatCub was an instant hit, and the fun began.

Now three years since its introduction, the Legend FloatCub performs more like a tiger than a Cub. It comes equipped with Baumann 1500 floats. What makes the Legend FloatCub unique is that it does not see the significant performance losses that often occur when adding floats to an otherwise sprightly aircraft. Most aircraft drop 20-percent in speed due to aerodynamic drag imposed by floats. The Legend FloatCub cruises at a top speed of 92 mph, a mere 10-percent less than the wheeled Legend Cub. Likewise, climb rates typically drop 40- to 45-percent with the addition of floats. In the Legend FloatCub, this decrease is less than 30-percent, or about 500 fpm versus 700 fpm.

Simply put, the Legend FloatCub is the ultimate personal seaplane that outperforms. It hauls a respectable load, is safe, offers comfort, operates affordably, and most of all it delivers fun. A variety of options are also available to enhance comfort, convenience, and safety. Pricing for new Legend FloatCub starts at \$121,025.

Water flying can be many things including a challenge, an opportunity, or a newly found freedom. The Legend FloatCub is certainly all of the above, and most of all it's a joy to fly. 