



### New at Sun 'n Fun

Even without a final go/no-go decision from Cessna on producing the airplane, the Cessna Sport continues to garner considerable attention. Attentive eyes quickly noted that the airplane sported a new cowling that enclosed a different engine than originally shown on the airplane at EAA AirVenture Oshkosh 2006—a 100-hp Continental O-200. Cessna project engineer Neal Willford said the company is trying out various powerplants as part of its evaluation process before a production decision is made.

Van's Aircraft is also still refining its likely entry into the LSA class. Folks at Van's reported that they're in the process of building the second prototype RV-12 LSA and hope to have it at EAA AirVenture Oshkosh. It will feature a casting nose wheel and toe brakes, as well as some modifications to the shape of the canopy.

Cub fans (the airplane, not the baseball team) had their first glimpse of the Texas Sport Aircraft Company's Texas Sport amateur-built "Cub." That sister company to American Legend Aircraft announced the sport pilot-eligible aircraft will be available as part of a 21-day KwikBild program.



Cessna Aircraft's proof-of-concept Cessna Sport was transported to Sun 'n Fun with a new Continental O-200 engine on the nose. Flight testing was scheduled to begin after the fly-in.

Builders may certify the airplane to a gross weight of 1,320 pounds and fly under the sport pilot regulations, or the aircraft may be certificated with a higher gross weight of 1,600 pounds in the amateur-built category. Fuel is stored in the wing to allow for solo flight from the forward seat. The base price of the kit is \$37,600.

American Legend also approved its Legend Cub LSA for operation on skis. One model was shown with optional skis, manufactured by TrickAir of Weyauwega, Wisconsin. They're made of composite materials including resin, carbon fiber, an expanded PVC core, a structural chromoly frame, and replaceable wear strips and looked slick...appropriate for skis!

Pilots who are fans of classic aircraft like the Luscombe and Aeronca Champ had something to smile

about, with sport pilot-eligible versions of both aircraft on display. The Luscombe Silvaire Aircraft Company manufactures the LSA-8 version of the popular Luscombe as an S-LSA, while American Champion Aircraft of Rochester, Wisconsin, manufactures the Champ under Part 23 certification. Base prices are \$90,000 and \$85,900, respectively.

Kappa Aircraft celebrated earning LAMA audit approval by displaying its new KP-5 with a new, 47-1/2-inch-wide cockpit. Flight Design, producers of the audit-approved CT, announced a mandatory new service and maintenance training program for its distributors as well as a joint program with Aero Technical Institute (based in Sebring, Florida) for training CT owners on the operation and maintenance of their aircraft. With 140 air-

Kelly Nelson



The Texas Sport is available as an amateur-built kit from the Texas Sport Aircraft Company, a sister company to American Legend Aircraft. It can be built with a 1,600 or 1,320 gross weight; at the lower weight, it's sport pilot eligible. [www.TxSport.aero](http://www.TxSport.aero).

Kelly Nelson



American Champion Aircraft displayed its LSA Champ, too, and it was difficult to catch a clear photo because of all the people looking it over. It also uses the Continental O-200 and has a base price of \$85,000. [www.AmerChampionAircraft.com](http://www.AmerChampionAircraft.com).

Kelly Nelson