



contacting Col. Moseley to see if this is occurring,

UPCOMING MEETINGS

- **JUNE** will be a field trip to Mike Cannons, map at left. Gate code is  Ph. 352.861.9960
- **JULY** will be a chapter visit to David Pierce to see his progress with the Cozy.
- **AUGUST** will be a web-site tutorial by Laura Vaughn.
- **SEPTEMBER** will be Mike Whitt and his Globe Swift
- **OCTOBER** David Pierce and P3 operations.
- **NOVEMBER** will be George Erickson with Skylanes over Australia.



INTERESTING STUFF-- 250 KT HELICOPTER

The newsletter editor's nephew, A. Russell Smiley of Marlborough, CT., is an aero engineer on the Sikorsky team that designed this ground-breaking design. Read more about it at:

<http://www.flightglobal.com/articles/2008/05/21/224034/two-barrier-busting-aircraft-pass-new-milestones.html>



picking up any of our mail from the mail box. Charlie (Schnitzlein) will be



### LETTERS

Hi, Bill, Missed you at today's mtg (Kimball's). It was great, as usual. Katama Airpark brought back memories...taking off out of tiny Oak Bluffs Airport in my tired old 150 one afternoon on the crosswind runway, I barely made it over the post-and-rail fence at the end and had to drop down and fly between the cows on the other side to get flying speed! My most exciting takeoff ever! Charlie (Schnitzlein) will speak with Dr. Whitt for me about presenting a program on the Swift at a chapter meeting. Paul (Adrien)



### ITEMS FOR SALE

**GPS- Lowrance 2000** Brand new. Never used but "played with" once. With original packaging. \$700. Also, a late 1800s **Doctor's Buggy**. Restored. Contact Don Kosmin @ 352.326.5204

**Hangars** For Sale and For Rent at the Florida Flying Gator's Airpark. More information about our Airpark location can be found at this link:

<http://www.flyinggators.com/news/hangars/hangars.htm>





## LSA VENTURE RIGHT

At \$140,000, the developers seem to have missed the spirit of LSA.

They missed a good opportunity with the name, too. Should have called it the

"**ICON PHLYE**"

("I can fly." Get it?

Oh, well...)

(from *The Wall Street Journal*)

## JUNE MEETING

MIKE CANNON'S,

9 AM, SATURDAY, JUNE 29TH



### CAP/EAA BLDG., LEESBURG, MUN. AIRPORT

8507 Airport Blvd., Leesburg, FL

MEETS- 9 A.M. 4<sup>th</sup> Saturday each month

President- Robert Vaughn 343.4168

Vice President- David Pioroe 407.469.0014

Treasurer- Bill Howard 735.6347

Secretary- John Weber 787.5879

Telephone Chair- Charlie Schnitzlein

Membership Chair- Bill Condermann

Program Chair- Paul Adrien 483.4642

Flight Advisor- Paul Adrien 483.4642

Technical Counselor- Paul Adrien 483.4642

Newsletter Editor- Bill Schulz 787.9526

# Start-Up Wants a New Audience to Take to the Air

BY ANDY PASZTOR

**A**SOUTHERN California start-up is hoping to shake up recreational flying with a novel concept: a small, sleek propeller plane aimed at the same mass market that includes motorbikes, personal watercraft and powerboats.

Founded by Kirk Hawkins, a former Air Force fighter pilot turned entrepreneur, **Icon Aircraft** has rounded up prominent aerospace engineers and Silicon Valley investors who hope to capitalize on a new category of affordable planes called light sport aircraft. Weighing just over 1,400 pounds and able to operate on land as well as water, Icon's initial model is designed with foldable wings so it can roll easily into a garage or fit on a trailer like a motorboat.

By allowing amateur pilots to picnic at an isolated lake or enjoy aerial views, Icon seeks to appeal to affluent thrill-seekers—a group that already spends billions of dollars each year on trekking, white-water rafting and similar adventure sports. The twin-seater Icon 5A will be able to fly as slowly as 50 miles an hour or cruise at speeds of up to 120 miles an hour, while staying at low altitudes and away from busy airports.

Mr. Hawkins's plan relies on relatively recent Federal Aviation Administration rules that already have certified more than 80 existing or new models of lightweight recreational aircraft.

Supporters of the company



Icon Aircraft is targeting affluent customers with a recreational plane that can fit in a garage with wings folded.

such as Vern Raburn, an Icon adviser who pioneered the production of small personal jets, acknowledge that tough safety questions loom. "They're not brushing it off; it's very much an issue that has to be dealt with," Mr. Raburn says. Icon plans to require minimum training for all customers, but it's not clear how that will be done or how long it will take.

Under FAA rules, pilots will need to show only a driver's license to prove they are healthy enough to climb behind the joystick in the cockpit. But before they are authorized, they will also have to meet the FAA's training standards for sport pilots, which include a minimum number of hours with an instructor and a check ride with an FAA-designated examiner.

Mr. Hawkins says Icon is "committed to bring back the romance and excitement of flying... by selling a lifestyle."

Icon Aircraft has tapped designers who have worked at **BMW AG**, **Rolls-Royce PLC**, **Nissan Motor Co.** and elsewhere, along with a team of engineers from aviation pioneer Burt Rutan's company. The silver prototype unveiled Wednesday in Los Angeles stresses panache over performance. It features a carbon-fiber airframe with red accents, and a simple instrument panel with a few oversized dials resembling the glorified dashboard of a fancy convertible sports car. The nose swoops down for forward visibility, and the interior of the side-by-side cockpit is roomy. It measures only 22 feet in length and barely nine feet across when the 34-foot wings are folded for trailering. The side cockpit windows pop out to provide a wind-in-the-hair feel.

"There's a sense of comfort and ease derived from the automobile experience," says Bill Mog-

gridge, an Icon adviser and co-founder of **IDEO**, a Palo Alto, Calif., design and consulting firm.

Mr. Hawkins, 40 years old, came up with the idea while earning an M.B.A. at Stanford University. He has spent the last three years raising an undisclosed amount of money for the venture. A stripped-down version of the Icon is expected to cost around \$140,000. The company has just started taking orders from the public. Its first test aircraft is expected to fly later this year, with production scheduled for early 2010.

The Los Angeles company is betting that a range of amenities—from retractable landing gear to a single, 100-horsepower engine that can run on gasoline from the local gas station—will give it an edge over its mostly European rivals. The company believes it can appeal to veteran pilots looking for a different experience, as well as fledgling flyers.

Many earlier ventures that proposed such small planes faltered because they couldn't find enough deep-pocketed backers to pay for years of development. Icon says it has the wherewithal to succeed because it has a diverse group of investors and advisers, including digital-media trendsetter **Esther Dyson** and **JetBlue Airways Corp.** Chairman Joel Peterson. The company says it already has raised enough cash to see it through the end of product development. "If this concept works, even I will learn how to fly," Mr. Peterson says.