

# Live From, Sun 'n Fun 2015

presented by



Clarity Aloft®  
Aviation Headsets

What a week at Sun 'n Fun. We were the last flight out yesterday, aboard a Mooney M20K 252, before the airspace was shut for the afternoon air show. We feel badly for the Cardinal immediately ahead at the intersection hold that wasn't monitoring tower, and as our wheels went up, we heard them directed to Sheltair's FBO to wait until show's end four hours later to depart. But there are many worse and few better places to be delayed. We're exhausted, exhilarated, and still processing all the wonders and experiences of the past week. We'll be sharing more with you in our next print issue, but here are additional items to add to this year's list.

## Sales Eruption Potential At Vulcanair

We were at Sheltair ourselves earlier – at 6 a.m. – to meet Christopher Benaiges, CEO of Americana Aviation, Vulcanair's U.S. distributor, for a dawn flight aboard a P68R, a retractable version of the high-wing light twin formerly built by and named Partenavia. Italy-based Vulcanair bought Partenavia's assets in the 1990s, but their aircraft haven't been seen much in the U.S. in recent years. Benaiges and his team aim to change that. Vulcanairs (eight variants available) are a welcome addition to the thin ranks of current production light twins, and expand the envelope significantly, with their six-place interiors, multimission capabilities, impressive performance and economical operation. With a cruise speed of about 160 knots. we were soon over pristine isles along the Gulf shores thinking, "Wouldn't it be great to have a boat to go exploring?" Christopher said a customer uses his Vulcanair, with the rear two rows of seats removed, to transport his kayak. Multimission, indeed – that makes this an amphib. *Photo by Jim Koepnick*



## A Smart Choice In The Summer Heat

When the sun heats up, the Clarity Aloft® Aviation Headset helps the smartest pilots keep cool. Whether purchasing for yourself, or family or guests on board, these lightweight headsets fit a wide variety of uses in all types of aircraft. Daily demonstrations are offered all week at Sun 'n Fun, hangar B, center aisle. Aloft Technologies now offers four different models from which to choose. The original, venerable "classic" headset, two TSO-certified headsets ("The PRO" and "PRO PLUS" models) and the most technologically advanced, with Bluetooth for cell phones and music, "The LINK" model. Complete

information on the capabilities of each headset can be viewed at [www.clarityaloft.com](http://www.clarityaloft.com). Keep in mind that the 30-day money-back guarantee always applies, so pilots can make an informed choice. With robust noise suppression to protect hearing acuity and high-end miniature hearing-aid speakers, this lightweight headset design places the emphasis squarely on speech communication quality. Sure, you can wear your sunglasses and hats to be comfortable. Make this a summer of cool flying.

### **A (Carbon) Cub Matures**

A happy group was gathered at Camp CubCrafters at South Lakeland Airport (X39) in the late afternoon, where CubCrafters, manufacturer of the kit-built Carbon Cub, modern recreation of Piper's classic bush plane, has debuted its Carbon Cub EX-2. The EX-2's enhancements address the biggest issue the company, if not customers, had with the original edition: heavy lateral control forces. The flat surfaces of the EX's control surfaces have been replaced by G-Series ailerons, flaps and tail feathers in the Dash 2, imparting much lighter, cleaner and crisper control authority in all axes. Scott Warren of distributor Warren Aircraft invited us to fly with him and judge for ourselves. The EX-2 is unquestionably light and nimble, while retaining a real feeling of stability, whatever direction you push the stick. For comparative purposes, after touring the surrounding scrubland and putting down on a berm out in the bush, we landed back at X39, and then flew an EX. No question in our opinion that the EX-2 represents a real improvement in the Carbon Cub's performance. The company plans to offer an LSA version as well, though with about a 500-pound, lower legal lifting limit.



### **ADS-B Solution Hits The Stratus Sphere**

Appareo Systems' first ADS-B Out solution, Stratus ESG, introduced just two weeks ago, is drawing lots of attention here, as noncompliant pilots contemplate the 2020 equipage mandate. The one-box solution – the company's first panel-mounted product – is designed to replace an aircraft's current transponder. The Stratus ESG can use the same antenna, and includes a certified WAAS GPS. Utilizing a 1090-MHz Extended Squitter, the unit can be used at all altitudes in airspace worldwide. Appareo is the developer of the Status ADS-B In receiver that supports the ForeFlight iPad app. At Appareo's booth, Derek Aslakson, aviation product manager, explained the company believes customers want their ADS-B data on an iPad, and their costs down (\$3,490), so the Stratus ESG doesn't display any graphical information, instead sending traffic and other data for iPad display through ForeFlight. The unit is also designed to be simple to install. FAA certification of the Stratus ESG is expected later this year.

