

January 20-23, 2016 - The Sebring Light Sport Expo

Each year Sebring, Florida is host to the premier aviation expo catering to Light Sport Aircraft enthusiasts. Generally these are homebuilt experimental airplanes that an owner assembles from a factory prepared kit. This is what I did in 2007 when I began putting together my Highlander, over a one year period, before I took it out on a trip around the United States in 2008. For the past half dozen years I have made an annual pilgrimage over to the nearby Sebring Regional Airport to learn about the latest developments in this category of aircraft. Some years I have flown over in my own LSA and at other times I have chosen to drive the 120 miles to the venue... usually when I plan to stay over for a few days and want the convenience of my car. This year I was only going to do a day trip and elected to take the airplane for the 45, or so, minute flight from my base field in Indiantown. It was a beautiful South Florida winter morning with temperatures in the mid 50's, destined to reach the upper 60's by afternoon. Now getting into the traffic pattern during this exposition is not always an easy matter. Normally this airport is very low density with a common advisory frequency set up for self announcement aircraft identification and location information. However during the show a professional air traffic control tower is in place in order to expedite the large number of aircraft arriving. In the past, having operated in and out of such busy commercial terminals such as Miami International, Houston Inter-continental, Chicago Midway, and Dallas-Fort Worth (to name only a few) with my high performance Piper Comanche's, the arrival procedures in place at Sebring did not pose a serious detriment. Other than adding about 12 minutes to the wheels up to wheels down en-route time I was not unduly inconvenienced. Once on the ground I had about 6 hours to spend wandering about the various exhibits and in seeing what **Just Aircraft**, the manufacturer of my particular kit, had new to offer. It is a brand new stretched version of its amazing Super-Stol, a model which is some 30 inches longer than the one that I built, and with some 60 extra available horse power with its mounted Titan engine, it offers even greater performance figures.



As I overflew the Sebring airport for an entry to Runway 1, I had a good view of the exhibition display area below.



My arrival was early in the morning, and there was plenty of available ramp space for my Highlander.



The Rival "Trike" looks much like a flying motorcycle.



The new Just Aircraft 180 horsepower SuperStol XL is 2 1/2 feet longer than my Highlander.



The AirCam looks like a twin engine open air flying canoe, & can be mounted on either floats or wheels