

Wow!!

This simple word says it all. June 20th, 2013 after a few emails and a couple of phone calls I finally found myself standing in front of the Sam LS.

It took some time to get here, including some Ultralight instructor time in my logbook. Thierry and Pierre are wonderful hosts. I was shown the factory as they shared how production is done, CNC machines, and even how a broken wing is used to do ultimate loading tests. A great place to build airplanes!!



The object of my attention, however was the other end of the building. Resplendent in her polished aluminum skin, the Sam LS was singing her siren's song. I approached her, gazing at her, stopping short of drooling. Thierry, started to tell me all about her, the Sam LS, while Pierre nodded appreciatively.

I got a quick invite into the cockpit, where I found my 6'2", 225 pound frame easily glided into position. Beautiful leather, comfortable seating surrounded me. Ample room, leg and shoulder room galore. I was a little apprehensive about bringing the canopy down, wondering if I would fit. We lowered the canopy, and voila tons of headroom, I could even wear my helmet.

Finally Thierry saw that my eyes had glazed over and the only thing on my mind was "when do I get to fly it?" A safety briefing, a review of POH numbers, several checklists, and we were set to go.

Long story short, I taxied to position, lines her up, applied power, and off we went. I rotated a little early, got airborne a little light in airspeed. No bad habits, I stayed in ground effect, built up speed, and we



climbed out like a home sick angel.

Folks!!! This is 100 horse Rotax.... We were easily doing 1000 feet per minute. Some simple air work, so turns, climbing and descending, an approach at a local grass strip. Wow!!



No aerobatics as testing is not complete, but I could tell she really wants to fly. She sang to me, no vices, gentle, predictable flying characteristics, a true lady.

Alas, our flight was over too quickly and 45 minutes later we were back in the circuit at CSE4. I flew the downwind at

115mph, reduced throttle, and she slowed nicely. Turning final at 90mph we had some gusts, so I set myself up for an 80 mph approach. I crossed the fence at 70, rotated, and smoothly set her down. It was beautiful and smooth. I was surprised when Thierry told me I could have flown even slower.

So there you have it! A beautiful, smooth, docile airplane. And... it's an Ultralight

Thanks Thierry, your airplane is spectacular.... Now where do I find some extra cash. Lol!!!

Mike

About the author

Mike is co-owner of a 1966 Nanchang cj6,
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