

# Press Release—TRACE Powers Up Canada

## DRAFT ONLY, not for release

For Immediate Release

**Yorkton, Saskatchewan, November 2007**— Wondering how the TRACE engine performed this year? Pilot Devan Yaholnitsky of Miccar Aerial, based in Yorkton, recaps his successful season for us.

“Aircraft flew great all summer. We put over 300 hours on the engine with no major problems or breakdowns. There were a few glitches that were worked out but these glitches were not a problem with the actual engine, so I can confidently say the TRACE never let me down this summer at all!

Flew the aircraft with full fuel and full hopper every day all day. The warmest temps I operated in were in June spraying fungicide. The temp on a few days reached as high as 39° C (102° F) with a humidity value somewhere around 98%! It was hot, muggy, crappy flying weather but the TRACE flew with that full hopper, full fuel off a 3000 foot paved runway using only about 2500 feet. There were three other aircraft working off of the same airstrip, two radial Thrushes and a Walter-Powered 401. The TRACE out hauled the Thrushes by 150 gallons in the warmer temps, flew 1000 feet higher on the way out to the field and about 20 to 30 mph faster! The Walter 401 was not operated by the same company as us but our ground crew noticed the Walter 401 was hauling somewhere around 350 gallons, so 50 gallons less than the TRACE. The TRACE was airborne 100 feet quicker than the Walter on every load.

During this fungicide spraying we had some nice big fields and the TRACE pumped out some pretty impressive numbers. The TRACE powered 401 sprayed 4575 acres in three days, flying for a total of 22.1 hrs with an average of 207 acres per hour (note: all fields were a minimum of 20 miles from the airstrip, rate was 3 gpa). I also sprayed off of some small rough grass strips with the same takeoff performance.



On average, the power settings would be max continuous for the initial climb then reduced to 40 inches and 4100 rpm. As the load would lighten up the power would continue to be reduced to try and maintain a spray speed around 135 mph. Flying the aircraft like this, the average fuel burn is estimated around 36 gallons per hour. Less fuel burn and way more power than a radial.

The aircraft fit in with our fleet of piston powered aircraft nicely. There was no need for adding a new fuel system creating a hazard of fueling an aircraft with the wrong type of fuel (not a real common mistake but it has happened in the past!). We are using the same Philips 20W50 oil that our Cessna Ag Truck and Pawnee burn making it easy for the TRACE to work just about anywhere without having to carry around a truckload of oil. With over 300 hours on the engine the oil consumption was roughly 40 liters or 10 gallons compared to 283 liters or 75 gallons of oil in a radial flying the same amount of hours in a season and adding 2.5 gallons every 10 hours.

I have flown Thrushes and other AT-401's (with radials) but none of them can even compare to the performance of the TRACE. While ferrying out to a field with a full load the aircraft actually flies!! No more tail low plowing through the sky. The full TRACE flies like it was almost empty (tail where it should be and fast). Loaded ferry speeds (equipped with superbooms and 10 ASC rotary atomizers) can vary depending on headwind tailwind but for most days when weather permits spraying, loaded ferry speeds would range from 130 to 150 mph. Ferrying the aircraft empty with the same equipment I had speeds from 150 and as high as 180 mph (straight and level!!). The engine is quiet. Noise complaints were down, that is always nice!

I had way more power, every day all day, than I needed. The TRACE made me more productive, cut our costs and offered such an improved safety margin to my days, I am definitely looking forward to next season.”

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