

Press Release—TRACE Powers Up Canada

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 390 gallons (would have filled it to the lid on every load but the hopper seal was leaking and impairing vision on takeoff!!) and full fuel 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 390 gallons full fuel off of 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 40 gallons less than the TRACE. The TRACE was air-borne 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). 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.

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 superboms 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.”

Press release continued on next page

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“We’re There to Keep You in the Air”

TRACE Powers Up Canada



About the Engine:

The TRACE engine is certified on the Air Tractor 401/402 and the deHavilland DHC-3 Otter. Current OEM aircraft applications include the PAC750XL Utility Aircraft, the KA-01 Brazilian Ag Aircraft and the Chinese 5B Ag Aircraft. Other retrofit programs currently underway include the King Air C90 and the deHavilland DHC-2 Beaver. To meet the overwhelming demand for alternative power plants for Ag aircraft STC retro-fit programs have begun on the Air Tractor 300 and the 500 series aircraft and the Thrush S2R.

How can a reciprocating engine perform as well as a turbine engine? The TRACE OE600 design increases climb rates and improves performance because it maintains constant cruise power as altitude increases. A turbine engine displays constant power degradation as altitude increases. An equivalent turboprop engine would need to be rated as much as 1,000 horsepower at sea level in order to match the TRACE OE600 engine's output at altitude.

The engine characteristics enhance maneuverability and performance on take off and climb, resulting in improved efficiency and better revenue per acre for operators. The aerodynamically cleaner installation enables the operator to get a full load off the ground in much less distance and with greater reliability. The TRACE OE600 provides operators with an opportunity to slash power plant capital costs by as much as 50% and reduce operating costs 30% over existing turbine options. In addition low life cycle costs contribute to excellent return on investment.

About TRACE:

Trace Engines LP is a privately held Texas Limited Partnership with its corporate offices and manufacturing facilities located in Midland Texas and is represented across most continents. TRACE Engines completed the purchase of all technology rights, manufacturing equipment, FAA, Transport Canada and European aviation certifications and all worldwide manufacturing and sales rights for the Orenda 600 horsepower V-8, liquid-cooled reciprocating aircraft engine. Visit TRACE to learn more at www.traceengines.com.

About Yorkton Aircraft Service Ltd.

Centrally located in the heart of Canada's ag producing land, Yorkton Aircraft is Canada's largest full service Ag Air Support Centre. In business for over 18 years, the company has earned a reputation for superior workmanship and reliable, knowledgeable service. They take to heart their motto, "we're there to keep you in the air" working very hard to ensure the safety of their customers and their customer's aircraft investment. They work along side the industry as well to assist the aerial application industry in proving it's vital role in the production of food and fibre. At their very core is the intent to keep flying fun, stress free and enjoyable - the way flying was meant to be. Yorkton Aircraft will represent TRACE ag aviation applications in Canada, including support and parts sales. Visit Yorkton Aircraft at www.yorktonaircraft.com.

Specifications:

Displacement: 495 cubic inches
Bore: 4.433"
Stroke: 4.000"
Dimensions: 59.5"(l) x 32" (w) x 32.5" (h)
Dry Weight With Accessories: 750 lbs.
Compression Ratio: 8:1
Fuel Consumption: 0.44 lbs./HP/hr
Fuel Grade: 100 LL
Max. Crankshaft Speed: 4,400 RPM
Reduction Gearbox: 0.4675:1
Power Output: 600 HP max. takeoff;
500 HP max. continuous
Fuel Injected— Liquid Cooled -

