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## 12th Annual Mosquito Factory Fly-in draws people to Trenton



Some helicopters sit in one of the hangars at Composite FX of Trenton on Saturday (March 30).

### Story, Photos and Video

By Jeff M. Hardison © April 1, 2019 at 12:09 p.m.

TRENTON – The 12th Annual Mosquito Factory Fly-in attracted people and helicopters to Trenton, from near and far on Saturday and Sunday (March 30 and 31).



A very  
American  
paint job  
adorns  
this  
Mosquito  
helicopter.

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A mosquito helicopter pilot tests an engine in the area near Eddy Thompson Field on Saturday (March 30).



[https://youtu.be/7m9sFEx\\_sws](https://youtu.be/7m9sFEx_sws)

In this video, the 2006 R44 Robinson helicopter takes people for a ride. It is piloted by Dave Anderson (Scottish Dave) of MaxFlight Helicopter Services of Kissimmee.

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Current and potential future owners of ultralight and experimental Mosquito helicopters came to Trenton for the annual event.

Owners and pilots of other types of helicopters came as well, including one woman who gave scores of people rides on a bigger helicopter for a relatively nominal fee.

Dwight Junkin, 57, owner of Composite FX, started the fly-ins. Composite FX is where the small helicopter bodies and landing gear are built in Trenton. Engines and bodies are put together at this site, which has a field for launching and flying around as well.

Robin Junkin, Dwight's wife of 37 years, was among the hosts of the event again this year.

She endorsed the idea when her husband told her about the idea to start this business in the early 2000s.

Although this year's tee shirts say it is the 12th annual fly-In, she said this is really the 14th annual event, because the first couple of years it was more of a get-together rather than an actual annual event.

During the past 15 years, between April of 2004 and this year's fly-in, Junkin and his crew have manufactured hundreds of Mosquitoes.

The passion and intensity of these fliers individually is strong. When they gather together each year in Trenton, and when the elements of fun and camaraderie are added, it makes those occasions even more special for the pilots, and for the visitors who are more passenger-based than actually holding the stick to guide a helicopter.

The brotherhood of Mosquito helicopter owners and pilots continues to grow, as reflected partially by fly-in participation each year.

As always, the fly-in attracted some number of Mosquito helicopters. Owners have come to previous events from Canada, South America, California, Texas, Minnesota, South Carolina, Ohio, Maine, Missouri, as well as other countries and states.

Regardless of the number of pilots arriving, this yearly fly-in always gives participants plenty of chances to swap stories about their pleasurable flights and other adventures from the previous year.

And there was plenty of shoptalk as well.

Questions such as rotations per minute of the blades floated in the air of the hangar.

Like the previous many factory fly-ins, this event was open to all people interested in any kind of rotary aircraft, Junkin said. Not only were there Mosquitoes this year, but as it is the case some years, a commercial helicopter company owner brought a machine for people to enjoy short helicopter flights.

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**Dave Anderson ('Scottish Dave'), the pilot of the 2006 R44 Robinson helicopter, stands next to the flying machine he used to take people on short jaunts through the area. The Robinson R44 is a four-seat light helicopter. The maximum weight per seat allowed during this weekend was 210-212 pounds.**



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**Passengers approach, guided by a man to assure safety, as pilot Dave Anderson lands the 'copter Saturday.**



**Austi Leclercq owner of MaxFlight Helicopter Services of Kissimmee looks up for a second while in the midst of waiting on customers to provide a polite smile. Definitely an ambassador for helicopter flights, Leclercq assured that everyone enjoyed a safe and memorable experience that day.**

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**Katie Bruce (left) of England who is visiting the United States of America, a friend of Austi Leclercq owner of MaxFlight Helicopter Services of Kissimmee for several years, is among the people who helped potential passengers of the day. The first people to enjoy the helicopter flights on Saturday were Ray Fitzgerald and Hunter Swendsen of Trenton.**

Austi Leclercq owns MaxFlight Helicopter Services of Kissimmee. She is original owner of this company, which started in 2013.

She sold patrons five-minute rides for \$25 a passenger.

While her company's "bread and butter" is from providing training flights for \$350 an hour, or from giving theme-park tours in the Orlando area, Leclercq said she enjoys coming over to this part of Florida to help support a positive view of aviation.

The Mosquito line of helicopters is the outcome of more than 20 years of research, development and continuous improvement. Mosquito helicopters are innovatively simple in their design but have the same safety standard and flight characteristics as any other professional helicopter.

A high power-to-weight ratio and excellent autorotation characteristics make the Mosquito an excellent choice for low and high time pilots. Mosquitos are the most economical helicopters in the world in regard to both purchase price and operating costs.

The top speed for the two-cylinder engine is 90 m.p.h., and 110 m.p.h. for the three-cylinder and turbine versions. They all cruise between 60 and 70 m.p.h. A Mosquito costs between \$30,000 and \$38,000.

There is no single source for the whole Mosquito machine. The engines for Mosquitoes are

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made in Canada. The bodies are from Florida. The 60-horsepower Canadian-assembled engines are two-cycle engines and come in two- or three-cylinder versions. Engines are assembled at Compact Radial Engine in Vancouver.

Buyers can purchase a kit and assemble the helicopter themselves, or they can have the factory build it if it is the ultralight version.

The engine can run for three hours on one tank of fuel. It flies at a maximum of 8,000 feet, although most of the pilots said they like flying at 500 feet.

Of the various types of ultralight helicopters, Junkin said he prefers the non-turbine powered aircraft. He finds them to be easier to move because they are lighter.

“The cool factor and more power than you could ever use” are seen as reasons Junkin said a pilot may prefer the turbine to the two- or three-cylinder, two-stroke engines.

Each pilot has his own dreams for adventures while flying.

The 10-acre field next to the helicopter factory is named in honor of Edgar “Eddy” Thompson of Rockledge, Florida.

Eddy Thompson died July 4, 2010 when his Mosquito helicopter crashed about a half-mile from Dunn Airpark in Titusville. Eddy Thompson was known for his great sense of humor.

Robin Junkin said it was Thompson who urged her husband Dwight Junkin to have an annual fly-in.

“Every good flight ends with the motor shut down and the rotor blades spinning down,” Mark Thompson (Eddy’s son) said as he spoke during the dedication of Eddy Thompson Field years ago.

As for the fun this past weekend during the fly-in at Trenton, there was a moment when all of the rotors stopped spinning; however, with the new day today (Monday, April 1), pilots everywhere are starting up their spinning rotors on helicopters, airplanes and in the turbines of jet-propelled helicopters and “fixed wing aircraft” (jets and planes) as they fly for fun or profit – or both.



**A thistle plant sits in the field where a helicopter took off and landed this weekend.**