

AIRCRAFT KITS

SUPER CRUISER



The Super Cruiser is a 4-place aircraft with a cruise speed of 190 mph and a stall speed of 59 mph. The aircraft has a length of 25.46 ft. and wing span of 29 ft. It has a gross weight of 2500 lbs. and a useful load of 1100 lbs. The prototype is powered by

a Cont. IO-360ES. Lycoming engines from 160-200 HP are recommended and build time is 1200-1500 hours. Aircraft Spruce is a prime supplier for materials used in Super Cruiser kits. For further information contact:

Pulsar Aircraft Corp. S.A. de C.V.
Colonia Campestre, Pasaje 2 Casa 4
San Salvador, El Salvador
Ph: (503) 2263-8840 • Fax: (503) 2263-8863
Noth American Inquires please call 1-305-395-3698
Email: info@pulsaraircraft.com

CELERITY



The Celerity is a high performance, 2-place side-by-side airplane with fully retractable landing gear, including the tail wheel. It can also be built as the "Marathon" with fixed tricycle gear. Designed for builders with average skills, both aircraft are constructed from wood with fiberglass covering. Six construction videos are available. Celerity cruises in the 200 mph range on 150 to 200 hp and has an operating range of more than 750 miles with fuel reserve. The wing span is 25 feet and it is just under 22 feet. Complete Celerity materials kits are available from Aircraft Spruce. Request free kit list. For more information on plans and kits contact:

Mirage Aircraft, Inc. ,
8702 N Silver Moon Way, Tucson, AZ 85743
Phone: (520) 665-9341
Webpage: www.mirage-aircraft.com
Email: mirage@copper.net

VELOCITY



A recent addition to the Velocity line of high performance aircraft is the Elite XL. The XL – for "extra large" – combines all the great flying qualities of the canard type airplane with the largest cabin of all kit aircraft. Larger, in fact, than almost all the general aviation aircraft, including most twins

– shoulder to shoulder width of 47.5. Compare this to a Mooney at 42.5", the Bonanza/Baron at 42", or the popular Cessna 182 which measures 44". Longer length also allows for full size luggage in the aft baggage compartment. A larger engine is also used in the XL to provide even more performance. Expect a 200 kt cruise (230mph) on the popular and easy-to-find Lycoming IO 540, 260HP engine. Fuel burn on this engine at 65% power will yield a range of over 1300nm (1500sm), with a 30 minute reserve, using the optional 100 gallon fuel capacity (standard fuel capacity on the Elite XL is 70 gal). The XL kit, like the standard Elite & Elite LW, is available with fixed or retractgear. Two large gull wing doors are standard.

For further information contact Velocity Aircraft:
200 W. Airport Drive • Sebastian, FL 32958
Ph: (772) 589-1860
info@velocityaircraft.com • www.velocityaircraft.com

KR-1 AND KR-2



The KR-1 (single place) and KR-2 (two place) were designed in the early 1970's by the late Ken Rand. These popular aircraft combine composite and wood construction to produce fast, efficient aircraft that remain good sellers year after year.

Contact: Rand Robinson Engineering

7071 Warner Ave. #F, Huntington Beach, CA 92647
Ph: (714) 898-3811

www.fly-kr.com • e-mail: pilot@beegroup.com

KR-1 Complete Spruce Kit..... P/N 02-05400
 KR-2 Complete Spruce Kit..... P/N 02-05500
 KR-2S Complete Spruce Kit..... P/N 02-05510

SKYBOLT



The Skybolt is a 2 place fully aerobatic biplane which is also an excellent cross country aircraft. It is larger and easier to handle than smaller biplanes, and construction can be completed with hand tools by first time builders. Aircraft Spruce has provided materials for many Skybolt

builders around the world for over 20 years.

Contact: Steen Aero Lab, 1451 Clearmont St NE, Palm Bay, FL 32905 • Ph (321) 725-4160 • Fax (321) 725-3058

Complete Spruce Kit..... P/N 02-05700.....
 Spruce Spar Kit..... P/N 02-07900.....
 4130 Steel Kit..... P/N 03-15500.....

CULP SPECIAL



Everything about the Culp Special was meant to bring about that 1930's airshow airplane feeling. Working with Hale Wallace of Steen Aerolab, Steve Culp redesigned the Skybolt and developed the modifications necessary for this round engine aircraft. The Culp

Special is a fully aerobatic bi-plane using a 360 hp 9-cylinder Russian M-14P radial engine, the same engine used in the Sukhoi and Yak series aircraft. The aircraft is built using tube, wood and fabric construction materials. The two seat aircraft has an empty weight of 1480 lbs., a cruise speed of 150 mph and range of 600 sm. Aircraft Spruce is a major supplier of materials for the Culp Special. For more information on plans and kits contact:

Culp Specialties, 1530 Airport Dr #3, Shreveport, LA. 71107.
Phone: (318) 222-0850
culpspecial@yahoo.com • www.culpspecialties.com

HONEY BEE & H-3 PEGASUS



The H-2 Honey Bee is a lightweight aerobatic biplane first flown in 1986. With the H-2, designer Bert Howland introduced the technique of TIG-welding the fuselage from square 6061-T6 aluminum tubing, yielding a strong and

rugged fuselage frame that weighs only 24 pounds. The airfoil on the 4 equal span wings is 6-1/2" thick and features 7 aluminum-capped foam ribs per panel with a D-cell leading edge spar and a C-section rear spar. Design load factor is +8g to -6g. Two or four aileron options are offered in the plans. With the 4 aileron option, an engine of at least 65 hp, and an inverted fuel system, the H-2 is suitable for competition aerobatics up to the IAC intermediate level. The aircraft has been powered with engines from 40 to 95 hp. Homebuilder plans cost \$250 and consist of 40 engineering drawings and designer construction notes.



The H-3 Pegasus is a low-wing, open cockpit monoplane by noted lightweight sportplane designer Bert Howland. It features a lightweight fuselage, based on TIG-welded, square aluminum tubing, that weighs only 18 pounds. The internal

construction of the wings features a cantilevered design that eliminates struts and cables. Powerplant range is 28 hp to 55 hp. The prototype H-3 first flew in 1988 and won the "The Most Innovative Untralight" award at Sun 'N Fun 1989. The design was also designated "Best Commercial Ultralight" at the 1990 event. The H-3 is not an ultralight vehicle as defined in FAR Part 103. Gross weight of the Pegasus is between 500 and 595 lbs. Pegasus plans cost \$250 and are available from Classic Aero Enterprises. Call Aircraft Spruce to obtain a complete kit list of construction materials. For more information on plans and kits contact:

Classic Aero Enterprises
343 Wrexham court #101D, Hampton, VA 23669
Phone (757) 851-2856
Visit Classic Aero Enterprises