

# Wind Craft to Manufacture Updated Lazair

For Indiana toolman Dave Rodgers, it was love at first flight. But he didn't want to buy just the Lazair he had just flown - he wanted to own the whole company.

"After competing in a Lazair [in 1994], I fell in love with its flying qualities," Rodgers recalls. "I had been looking for something to manufacture, so I contacted the original manufacturer, Dale Kramer, about working out a deal." That was in September 1994. By March 1995, he and Kramer of Ultraflight Sales had reached an agreement and were all set to sign the papers. Then Rodgers suffered a heart attack, requiring triple bypass surgery.

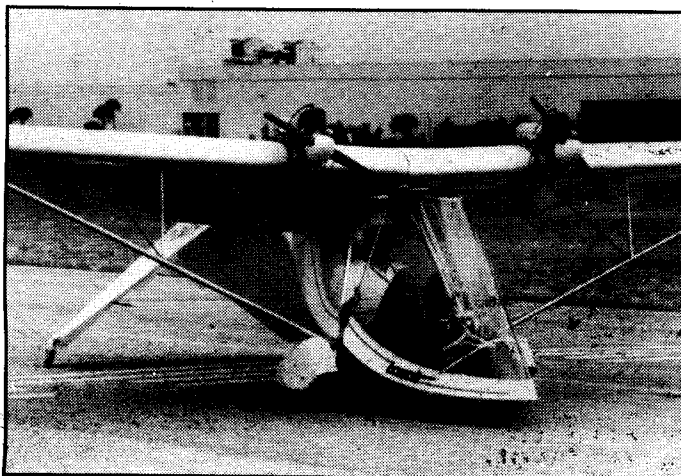
"Everything was delayed," says Rodgers. "We waited for some time before deciding to go ahead with it. We wanted to make sure my health was fine. Finally, on November 21, 1995, we [closed] the deal."

Now it's full steam ahead for Rodgers' company, Wind Craft. An updated version of the venerable twin-engine inverted V-tail Lazair design will soon be available to the public. The Lazair Series IV (based on the lighter Series II) will feature tricycle landing gear with steerable nosewheel and brakes as standard equipment.

"Initially, we're planning to continue with the [twin] Rotax 185 engines and carbon fiber biprops, which are two props per engine mounted piggyback style," says Rodgers. "However, we are in the process of working with two U.S. engine manufacturers to come up with a little different engine package."

Rodgers is moving tooling equipment and material, and hopes to have the first kits ready for customers by the end of February. "We are offering the first five kits at [a special introductory price], each complete, including engines and props. The price goes [up \$1,000] for the next 10 and then we don't know what they will be after that. This will give us a good look at our manufacturing process and a much better feel [for the ultralight market]," says Rodgers.

Constructed of 6061-T6 aluminum and 2024 aluminum D-cell, the Lazairs will weigh in at 212 pounds, notes Rodgers. "Stall speed [measured] with a Hall airspeed indicator is consistently under 20 mph; cruise is 40 to 56 mph, depending on how hard you want to run the engines; V<sub>ne</sub> is



Indiana-based Wind Craft will start manufacturing an updated model of the venerable twin-engine, inverted V-tail Lazair design (similar to the earlier version pictured above).

55; and takeoff roll is less than 100 feet on hard surfaces and grass," says Rodgers. Options such as belly pans, partial and full enclosures, and floats will also be available, as well as parts for current and future Lazair owners.

Rodgers brings 25 years of experience as a tool designer and manufacturer to this new venture. "Wind Craft is located on Howard County Airport,

which I own," says Rodgers. "I owned a tool design and manufacturing business for 25 years, which I turned over to my children. In 1991, I bought the airport when I became involved in ultralights. I represent Titan Aircraft and will continue to do so."

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## Comment Period on Part 61 NPRM Extended 60 Days

The comment period on NPRM 95-11 (FAA's proposal to revamp training standards for pilots, instructors and flight schools under FAR Parts 61, 141 and 143) has been extended from December 11, 1995 to February 12, 1996. This action is in response to a written request from the Helicopter Association International to allow all affected parties additional time to comment. The extension of the comment period is justified because of the unusually large size of the proposal (141,284 words) and the numerous technical issues raised, FAA notes.

USUA members and *UF!* subscribers should write FAA stating their personal views on the NPRM, as it could possibly affect the future of ultralight aviation in the U.S. Several statements that may help identify areas of concern for ultralight pilots can be found in "FAA Pilot Licensing Overhaul Proposal Needs Your Comment" (November '95 *UF!*, page 41).

Comments should be mailed in triplicate to: Federal Aviation Administration, Office of the Chief Counsel (Attn: Rules Docket, AGC-200), Docket No. 25910, 800 Independence Ave. SW, Washington, D.C. 20591. Comments on this notice may be examined in room 915G between 8:30 a.m. and 5 p.m. on weekdays, except on federal holidays.

For further information, contact: John Lynch, Certification Branch, AFS-840, General Aviation and Commercial Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Ave. SW, Washington, D.C. 20591.

# Proposed Canadian Air Categories

Editor's Note: A Canadian group called the Recreational Aircraft Airworthiness Committee has submitted recommendations for two new recreational aircraft categories in C...

The Recreational Aircraft Airworthiness Committee met in Canada's capital city, Ottawa, Ontario, in November and hammered out recommendations for two new aircraft categories. They are:

(1) The industry should be given ownership of the Recreational Aircraft standard and they should be allowed to develop a new Recreational Aircraft standard as a base to develop a new Recreational Aircraft standard.

(2) A Small Airplane Antique Class should be established to provide an environment for the significant number of aircraft used for recreational flying for which the current maintenance and repair under the current regulations is no longer economically feasible.

RAAC is a joint government/user group formed in 1994. Its recommendations for the airworthiness of recreational aircraft are being considered by Transport Canada Airworthiness personnel and other aviation associations such as the Canadian Airplane and Propeller Association (COPA), and industry aircraft maintenance organizations.

The committee recommended the standard for Recreational Aircraft should be allowed to increase to 1500 lbs but not limited to, maximum takeoff weights. The principle that these aircraft could be used by a wider range of pilots but the aircraft must be clearly placarded to avoid confusion between this category and certified aircraft.

The Small Airplane Antique Class is to provide a set of standards and maintenance procedures to extend the useful life of older planes. Read that as "owner maintenance" rather than "homebuilt aircraft category."

The following criteria were recommended for the two types of airplanes would be eligible for transfer to the Small Airplane Antique Class:

(1) The primary structure utilizes wood or steel and the structure is covered with plywood or fabric.

(2a) The model is out of production and not currently held by a Type Certificate holder, and

(2b) The design is noncomplex, and

(3) The aircraft type should be eligible for issuance of a standard certificate of airworthiness in Canada.

(4) There should be few of the type currently registered in Canada.

The Committee went on to recommend certain conditions and conditions:

(1) Pleasure Flying Only: An airplane placed in this category shall only be used for recreational purposes and not for commercial or by a flying training unit for instruction.

(2) One-Way Decertification: Once issued a standard certificate of airworthiness under this authority, an aircraft is no longer eligible for a standard certificate.

(3) Owner Maintenance: Owners will have the responsibility of maintaining the aircraft in a manner equivalent to amateur aircraft.

(4) Placarded: The aircraft should be clearly placarded to indicate it no longer complies with the standards of a certified aircraft.

(5) Transport Canada must develop an effective system to ensure the airframe data plate and engine data plate are such an extent to prevent their installation on other aircraft and that Class I items such as propellers are clearly marked to indicate their certified status.

These are recommendations only. It may be some time before the recommendations work their way through the Recreational Aircraft Steering Committee and the regulatory process. COPA will keep pilots up-to-date on the proposed changes.

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