

Clipper Ultralight Aircraft Specifications -pg.1-3

Primary Dimensions

	Clipper	Clipper HKS
Wing Span	30 feet, 6 inches	30 feet, 6 inches
Wing Area	152 Square ft.	152 Square ft.
Length overall	15 feet, 10 inches	15 feet, 10 inches
Maximum Height	6 feet, 8 inches	6 feet, 8 inches

Aircraft Systems

Powerplant	Rotax 447	HKS 700E
Type	2 Cycle Free Air	2 Cylinder, 4 stroke
No. of Cylinders	2	2
Displacement	436.5 cc	680 cc
Rated HP	40 HP	60 HP @6200 rpm
Projected TBO	400 Hrs	600 Hrs
Max Normal CHT	375 Degrees(425Max)	n/a
Fuel Type, Gasoline, Oil Type, B.I.A. Certified	Unleaded, Premium 50:1 Mix	Unleaded, Premium not required
Fuel Consumption, Cruise	3 gal hr (5500rpm)	9 liters Hr (47500rpm)
Maximum RPM, Full Throttle	6600	6200
Electric Start	Yes	Yes
Engine Weight	88 lbs.	121 lbs

Drive System

Rotax Gear Box	Type "B"	Standard
Drive Ratio	2:58:1	3:47:1
Propeller	64" 3 bld	72" 3 bld

Fuel System

Capacity of system	5 U.S. Gal.	10 U.S. Gal.
Type of Feed	Diaphragm	Diaphragm

Control System

Aile rons, Rudder, Elevator	Standard	Standard
Flaps, 3 position	Standard	Standard

Weights

Standard Empty Weight	254 Lbs.	290 Lbs.
Gross Weight	553 Lbs.	590 Lbs.
Useful Load	300 Lbs.	300 Lbs.

Empty Weight, C/G 18 Inches aft of Datum
(Datum = Fwd. Bolt Hole of Leading Edge Spar Attach Bracket)
C/G Range = 2" Aft & 3" Forward

Clipper Ultralight Aircraft Specifications

Page 2

Speeds

Stall Speed (Ground Effect)	23 MPH	25 MPH
Power on with Flaps		
Maximum Speed (Vne)	85 MPH	85 MPH
Glide or Dive, Smooth Air		
Normal Cruise	55 MPH	70 MPH
Normal Approach	35 MPH	35 MPH
Best landing/Decent Speed	35 MPH	35 MPH

Performance

Glide Ratio, Full Load	8.5.1	8.5.1
Take Off Distance (Ground Roll)	25-50 Feet	25-50 feet
Take Off Distance (50 ft. Obstruction)	400 Feet	250 Feet
Rate of Climb fpm	500 fpm	900 fpm
Best Rate of Climb Speed	35 MPH	55 MPH
Landing Distance, (50 ft. Obstruction)	350 Feet	350 Feet
Landing Distance, ground roll	25+ feet	25+ Feet
Normal Endurance, no reserve	1.5 Hrs	2.0 hours
No Wind Range, no reserve	110 miles	110 miles
Service Ceiling	12,000 ft.	12,000 ft.

Other Information

Building Time	40 hours	55 hours
No. completed Flown	46	0
General Cost to Build	\$11,900.00	\$15,600.00
Pre-Factory Built Retail	\$14,950.00+Tax	\$19,800.00+Tax
Emergency Ballistic Recovery Sys.	Not included	included w/factory built
Kit built Price	\$6050.00+tax	\$7500.00+tax
Extra's, Pod, Windshield, Control Panel, Brakes, Accessory Tanks.		
Delivery Time Till Shipment	10 weeks	12 weeks
Factory Built completed Shipment	18 weeks	24 weeks

Rotax 503 DC, CDI, Engine can be substituted at extra cost.

Prices are subject to change without notice.

Please read "Purchasing Agreement" on website at www.ultralightamerica.com before considering purchase.

All Aircraft at Ultralight America are manufactured at the highest quality and have stood the test of time. The first planes took to the skies in 1983 and have accumulated

Clipper Ultralight Aircraft Specifications

Page 3

thousands of hours of flying time. The Clippers have been g-rated tested to +6-4 with a built in safety factor of 25%. Even today we still improve the aircraft for form, fit and function under the strictest engineering guide lines. You will find that the single seat Clipper carry safety and integrity thru out the design. The Clipper is capable of carrying those big guys 6'-5"@ 280 lbs.

We have mounted other engines such as Hirth, and Kawasaki engines and even experimented with turbo-charged two cylinder half VW engines and all have flown successfully. The HKS700E series would make a good combination for the single seat Clipper series ultralight. Giving good reliability and performance statistics. Although engine mounts are not yet available for these models.

We only build on a one to one basis, so if your in a hurry to get a kit or a plane, go somewhere else because we take our time to do a quality job and do it right.

Come visit us and see the Clippers for yourself. We have video footage available for review.

Sincerely
Kim Zorzi, CEO

All test data have been accumulated at standard air temperature, sea level, at 15C. Or 75 degrees F. Standard pilot weight of 175 Lbs. Maximum pilot weight not to exceed 300 lbs. Not approved for aerobatic flight. Positive and negative g-rated tested approved for +4-6 gs