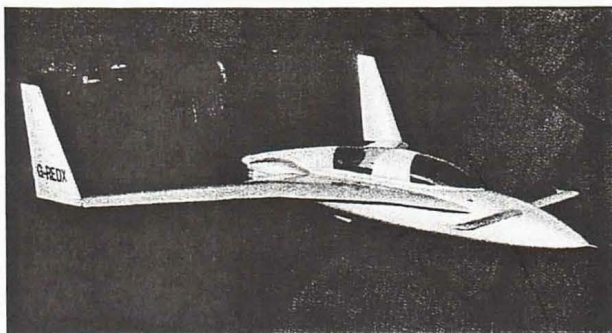


continued

Glen Waters flew the first British customer-built Berkut at the show.



Espirit de Corps

Another new aircraft came to Britain from Switzerland, the single-seat hot-rod Espirit VF-II, designed and built by Valentino Fry, who was awarded the Tiger Club trophy for the best original design. The Espirit is a large all-composite aircraft fitted with a 100-hp Rolls Royce O-200 and an electric MTV1F constant-speed propeller. Empty weight is 789 pounds and maximum weight is 1080 pounds. It can climb at 1800 fpm, has a top speed of 241 mph and a maximum cruise of 213 mph. Fry is keen for other builders to adopt the design and is making plans for the Espirit VF-II available.

Three aircraft arrived from Spain. One, a Kitfox IV, achieved considerable fame in 1998 when its owner, Michel Gordillo, flew it from Spain to Oshkosh the hard way via India, China and Alaska. Gordillo had the aircraft shipped back to Spain and he enjoyed flying it in his native country since then.

The Italian-designed Sky Arrow is available in both form and as a complete aircraft. Raymond Proost from Arrow (kits) UK Ltd. has sold five kits in Great Britain with the conventional carbon-fiber wing construction and with the newly available metal wing. The Rotax 912S is included in a Sky Arrow kit, currently available for \$40,000, excluding instruments and paint. The view Sky Arrow, with its pusher engine and fighter-like seating, attracts many customers, as does its excellence and handling.

Nigel Beale, who has run Skydrive, the British Rotax engines for many years, has now embarked on a venture to set up a company to market the Evektor/Aerotechnik EV-97 Eurostar.

The first of these all-metal two-seaters, available as a kit, will be fitted with a 912 or 912S engine. The increasing number of clones of the French-made homebuilt, although Evektor has substantiated its design by adding elevators and fitting composite and folding wings. Skydrive expects to sell the Eurostar in Great Britain at a basic kit price of \$16,000. With engine, instruments and paint, the final cost is likely to be \$32,000.

Several homebuilts, including a Pottier P-220 and a Eurofox (a version of the Kitfox), were flown to Cranfield from the increasingly prolific Czech Republic sport aviation community. And for the first time two Polish aircraft flew to the show. These were two versions of the famous Bucker Jungmann sport biplane from the 1930s and '40s flown by Artur Dusterhoft and Reinhard Rutzer. This latest revival of the type uses the Czech 140 or 160 hp LOM-332K engine or the Czech 105 hp Walter Minor 4-III engine. The company has already built 20 aircraft, selling them in Germany, Austria, Sweden and Poland. The prototype of the single-seat Bucker Bu-133 Jungmeister is nearing completion.

British Roots

The roots of homebuilding in Great Britain were also evident.

One of the first indigenous homebuilts, the Taylor Monoplane designed by John Taylor, first flew on July 4, 1959. Forty years on, through many ownership changes and a conversion to resemble a Yak-9 fighter, the prototype has been lovingly restored by Martin Snelling. The Monoplane spawned the Taylor Titch, and both designs are still being built worldwide with plans available from John's son Terry.

The Isaacs Fury biplane is a perennial favorite, and this year an example in a new guise arrived: Dudley Pattison's replica of an all yellow, silver-

cowled 1937 RAF Hawker Fury II. From the same era and still being built from plans supplied by the PFA, is the Currie Wot biplane. Dudley Pattison's example has been transformed

into a V-twin. The Currie Wot is a V-twin, and certainly plenty of attendance next year at Cranfield, June 24-26, being held at Cranfield.

Mistaken Identity
Confusing many—"no it's not a VariEze"—was a superbly finished Berkut built in Norwich, England, by Glen Waters. He was the first customer to commit to buying and building Dave Ronneberg's design back in 1992.

Because of the company's metamorphosis from Experimental Aviation to Renaissance Composites, times haven't been easy, and persistence was required as some things took a long time to materialize. Waters has also been involved in Formula One Grand Prix motor racing, so it's taken him seven years (or 5.5 winters as he puts it) to complete the aircraft. Ronneberg himself came to England to make the maiden flight on May 15, 1999. Since then, Waters has flown the aircraft, accumulating 18 flight hours as of the show.

The aircraft's 180-hp, O-360 engine (the maximum size permitted for homebuilts by PFA) has an Air Performance fuel injector and Klaus Savier magnetos. Maximum cruise is quoted at 218 knots; at 75% power the Berkut achieves an easy 205 knots. Waters' efforts were rewarded with the RAA (Canada) trophy for best kitbuilt aircraft.

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Historical Services, T-131PA Jungmann, 43-385 Jasienica 829, Poland; call 011 48-33 8153 491; fax 011 48-33 8153 492; e-mail jungmann@pro.onet.pl.
Isaacs Fury, John O. Isaacs, 23 Linden Grove, Chandlers Ford, Eastleigh, Hants, SO5 1LE, England; call 011 44 1703 260885.
Masquito Aircraft (Masquito M80) nv, Regersbaan 31, 1760 Roosdaal, Belgium; call 011 32

011 32 54 343 @masquito.be; .be.
Helicopter, Julian 1 44 976 530 563.
Flying Association (WOT), Terminal 1, Shoreham Airport, Brighton-by-Sea, Sussex, BN43 616; fax 011 44 1273 3390; e-mail office@pfa.co.uk; www.pfa.org.uk.

Renaissance Composites, LLC (Berkut), 3025 Airport Ave., Santa Monica, CA 90405 USA; call 310/391-1943; www.berkut.com.

Sky Arrow UK (Kits) Ltd., Old Sarum Airfield, Salisbury, Hants, England; call 011 44 1722 336686.

ST Aviation Ltd (Jabiru aircraft & engines), Technology House, High Street, Downham Market, Norfolk, PE38 9HH, England; call 011 44 1366 385558; fax 011 44 1366 385559.

Taylor Monoplane, Terry Taylor, 79 Springwater Road, Leigh-on-Sea, Essex, SS9 5BW, England; call 011 44 1702 521484.

Verner 1400 Engine, Joe P. Kovacs, Glendhu, Muir of Fowlis, Nr. Alford, Aberdeenshire AB33 8JX, Scotland; call/fax 011 44 19755 81435.