

You may already know the ultralight X-Air and its good reputation. But maybe you do not know RANDKAR, the company which is at its origin.

Every month, in this newsletter, we will do our best to inform you about RANDKAR and our current projects, but also about international news, meetings and events.

Ultralight world is always in motion. It is more and more difficult to be aware of everything, because of the multiplicity of the market actors. So many of them are not very talkative...

That is why we decided to unfold what goes on behind the scene.

Best flights to everyone !

Focus



Every month, we will present the story of a X-Air owner who catches our attention for his originality, personality, or the way he lives his passion of ultralight aviation.

This month, we decide to have a look at Africa. Allow us to begin with the story of a woman, Eve Jackson, newcomer in X-Air community.

Now resident in Tanzania, Eve relied on us in her wish to buy a reliable, simple and accessible ultralight kit. She opted for a X-Air F (with flaps), without any modification. The perfect reliability of the multi-axis is very convenient for the tanzanian airstrip, often in bad conditions.

Africa is very attractive for pilots. There are plenty of opportunities of air-safarries and beautiful navigations. In Tanzania and nearby, from Victoria's Lake to the eternal snow of Kilimanjaro, amazement is everywhere. Wish Eve a lot of beautiful flights !

Friedrichshafen 2007



This year again the huge german show held its promises.

The largest european aviation show took place from the 19th to the 22th of April, in close cooperation with Friedrichshafen Airport and the famous Zeppelin airship manufacturer. The trade show is Europe's top showcase for world premieres and innovations in general aviation. The international trade show provides a platform for the business aircrafts, gliders and ultralights/microlights/manufacturers, as well as their suppliers. A total of 140 aircraft were on display. Representatives from every sector of the general aviation industry were there, with 550 exhibitors from 30 countries.

To the other side of the continent, our kit distributor, WAASPS, is based in Ghana. Very active, Jonathan Porter and his team provide a complete service for ultralight addicts. They ensure the maintenance of all aircrafts brands, sell ROTAX engines, DUC propellers, and X-Air kits, of course ! The company also provides different services as training flight school for microlights, banner towing, aerial spreading, aerial photography and tourist flights. Jonathan launches a big democratisation program, to familiarize african population with ultralight flying. He organises lots of pilot trainings, discovery week-ends...

Do not hesitate to go to Kpong Field if you are flying in the area, they will be very pleased to show you the country !



Find more at : <http://www.waasps.com>



The B25 Mitchell was at the Aero 2007

3 halls were reserved to ultralight innovations. The ultralight/microlight industry and Very Light Aircraft (VLA) segment continue to gain popularity. Over the past few years, the number of registered new aircraft and pilot licenses has steadily increased. The importance of this market was reflected at AERO. The wide range of displays includes everything from powered paragliders to fully-enclosed high-tech aircraft made of carbon. All the top European manufacturers were on hand to showcase their products in Friedrichshafen.

Find more at : http://www.aero_friedrichshafen.com

Masschi Motors

We were there with our X-Air HANUMAN Masschi powered. Numerous contacts were taken, thanks to the quality and the very good price position of the two seats ultralight.

The Masschi 105 is the lightest engine ever created, with a dry operational weight of only 48 kg ! From its first presentation during the Aero 2005, the engine is now entering in the last phase of its development. Our pilots are testing it in real conditions. Some hours flying with it revealed a powerful engine, with a good flying behaviour. Some adjustments are necessary to reach the objective of distribution, for the end of 2007 – beginning of 2008.

The "Masschi 105" is a four stroke four cylinder liquid cooled. Built with the Nikasil threaded cylinders and German Racing Pistons gives very much confidence to reliability. Compactness of this flat head aero engine gives the opportunity to incorporate into sleek narrow cowlings.

MASSCHI MOTORS



HANUMAN Masschi 105 powered

Specifications:

Displacement : 2500 cc
Bore : 103,7 mm
Stroke : 74 mm
Maximum power : 59 kW at 2850 rpm. (Sea level ISA conditions)
Max. continuous power : 59 kW at 2850 rpm. (Sea level ISA conditions)
Maximum torque : 196 Nm
Compression ratio : 8/1
Firing order : 1-4-3-2
Fuel : 95 octane gasoline or Avgas
Fuel vaporisation system : Pressure compensating Bing carburetor
Starter : 1,1 kW integrated electric starter
Alternator : 20 Amp.
Lubrication : Dry sump with trochoid pump (camshaft driven)
Ignition : Double CDI
Oil Quantity : 2,5 L
Dry operational weight : 48 kg



Find more at : <http://www.masschmotor.com>