Thank you for your inquiry about Jabiru Aircraft. Jabiru Aircraft PTY, Ltd, produces a line of kit aircraft that are among the most extensively tested and thoroughly developed kit planes in the entire world. Jabiru's are certified in Australia and are used extensively for flight training and light commercial purposes.

The Jabiru airframe has proven itself over hundreds of thousands of flight hours with the highest time airframe approaching 5000 hours and many dozen more over 3500 hours all over the world. Much of this flying has been in flight schools suffering the abuse of student pilots performing touch & go landings for hours on end. The fact that these airplanes continue to be in demand for flight training speaks to the reliability, predictability, and longevity of the design.

There is no difference in the kit parts sold to homebuilders and the parts that go into Jabiru’s certified Airframes so homebuilders are assured a high quality, top of the line product. All Jabiru airplanes exhibit gentle and predictable controls with no bad habits. Stalls are very gentle and cruise flight for long periods with little or no control input is the norm.

Build time for the inexperienced builder ranges between 500 and 600 hours. Little fiberglass work is required other than applying reinforcing tapes. Finish work is minimal thanks to a gel coat surface that minimizes pinholes and filling and sanding.

After reading thru this information, Please give us a call just to say Hello.

Thank you again,

Jim McCormick
The Jabiru UL Calypso Light Sport Aircraft
The Jabiru UL was developed to meet the FAI European Microlight definition, which will also meet the new proposed Light Sport Plane category for the US. The existing Jabiru SK was modified by increasing the wingspan by 4.5ft to 30.8 ft and by a consequent increase in the fuselage boom length 2 ft to an overall length of 18.5 ft. The SK’s lower ventral fin has been reduced in size and the flaps have been extended by 6 ft overall. This has resulted in an aircraft which has a low 35 knot stall speed, short takeoff performance, almost motor glider glide ratio (17:1 {with engine at idle} - Yes! it can be thermalled!), and exceptional economy. It will cross country cruise at 100kts on 4 Gal/hour but when operated around 70kts uses just 2Gal/hour! That’s over 8.5hrs endurance! The Jabiru UL has been a runaway success in Europe, UK, Ireland, Belgium, France, Norway, Sweden, Portugal and Spain. All of the Jabiru kitplane models have been structurally tested to 8.5g.

The Kit
The Jabiru kit comes complete with a Microair 760 Radio, upholstery patterns, and even a battery (paint, upholstery and instruments are not included). The kit build time is typically 500 to 600 hours from start to finish. Everything has been thought of right down to resin mixing cups, mixing sticks, applicators and brushes.

Finish
Many composite kit manufacturers supply components "green" requiring substantial finishing and pinhole filing. The Jabiru components all come in white gel coat finish thus reducing completion times and frustration.

Fuselage
The fuselage is provided in two halves (top and bottom); with the most significant task being the joining of these items and the bonding of the empennage. Most of the homebuilder’s work involves fitting out the aircraft with components and hardware supplied. All locating points are identified by factory-drilled holes.

Wings
The wings are supplied complete except for the fitment of flap and aileron attachments. They are also gel coated out of the mould.

Undercarriage
Three alternative undercarriage systems will be offered, the standard 400 x 4 wheels with spats (Spats are Optional) or 500 x 6 on the mains & 400 x 4 on the nose also with spats (Spats are Optional), there is 500 x 6 on the nose also available & the new 600 x 6 Bigfoot system with no spats available. Jabiru’s new nosewheel assembly is proving to be very successful in all applications despite the best efforts of some flying schools to break it!

Manual
A very detailed construction manual, developed from Jabiru’s own factory Quality Assurance Manual, sets out step-by-step procedures, checklists, engineering drawings, and includes more than 100 photographs. The checklists even advise the approximate time for each activity and what assistance you might need for particular tasks.
# UL Calypso Specifications

<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Engine</strong></td>
<td>Jabiru 2200cc – 80hp</td>
</tr>
<tr>
<td><strong>Engine Noise</strong></td>
<td>62 db at 1,000ft. Full power</td>
</tr>
<tr>
<td><strong>Propeller</strong></td>
<td>2 Blade Fixed Pitch Wooden/Composite 60&quot; dia x 42&quot; pitch</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td>6’ 7”</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td>18’ 6”</td>
</tr>
<tr>
<td><strong>Cabin Width</strong></td>
<td>3' 6&quot;</td>
</tr>
<tr>
<td><strong>Cabin Height</strong></td>
<td>3' 6&quot;</td>
</tr>
<tr>
<td><strong>Wing Span</strong></td>
<td>31’ 10”</td>
</tr>
<tr>
<td><strong>Wing Area</strong></td>
<td>100 sq.ft</td>
</tr>
<tr>
<td><strong>Wing Loading</strong></td>
<td>11.00 lbs/sq.ft</td>
</tr>
<tr>
<td><strong>Aspect Ratio</strong></td>
<td>9.5</td>
</tr>
<tr>
<td><strong>Vne (never exceed)</strong></td>
<td>120kts, 139 mph</td>
</tr>
<tr>
<td><strong>Va (Max. manoeuvre)</strong></td>
<td>90kts, 104 mph</td>
</tr>
<tr>
<td><strong>Cruise</strong></td>
<td>100kts, 115 mph</td>
</tr>
<tr>
<td><strong>Max. Straight &amp; level</strong></td>
<td>110kts, 126 mph</td>
</tr>
<tr>
<td><strong>Stall Speeds at Gross Weight</strong></td>
<td>35kts, 40 mph</td>
</tr>
<tr>
<td><strong>Vs (full flap)</strong></td>
<td>40kts, 46 mph</td>
</tr>
<tr>
<td><strong>Vso (clean)</strong></td>
<td>1000 ft/min</td>
</tr>
<tr>
<td><strong>Climb Rate (at sea level)</strong></td>
<td>1000 ft/min</td>
</tr>
<tr>
<td><strong>Service Ceiling</strong></td>
<td>15,000ft</td>
</tr>
<tr>
<td><strong>Empty Weight</strong></td>
<td>532lbs</td>
</tr>
<tr>
<td><strong>Gross weight</strong></td>
<td>1100 lbs</td>
</tr>
<tr>
<td><strong>Useable Load</strong></td>
<td>568 lbs</td>
</tr>
<tr>
<td><strong>Structural loading</strong></td>
<td>Flight Load Factor +3.8-1.9G</td>
</tr>
<tr>
<td><strong>Fuel Capacity</strong></td>
<td>Structure Tested +8.55-3.4G</td>
</tr>
<tr>
<td><strong>Range</strong></td>
<td>495sm</td>
</tr>
<tr>
<td><strong>Endurance</strong></td>
<td>4.3 hrs</td>
</tr>
<tr>
<td><strong>Fuel Consumption at Cruise</strong></td>
<td>3.5 Gals/hr</td>
</tr>
<tr>
<td><strong>Take Off Distance – Groundroll</strong></td>
<td>325ft</td>
</tr>
<tr>
<td><strong>Landing Distance – Groundroll</strong></td>
<td>546ft</td>
</tr>
<tr>
<td><strong>Glide ratio</strong></td>
<td>17:1 (Engine at Idle)</td>
</tr>
<tr>
<td><strong>Crosswind Component</strong></td>
<td>14kts</td>
</tr>
</tbody>
</table>

255 W. Fallbrook Suite 202B Fresno CA. 93711
Ph 559-431-1701 Fax 559-431-7976
E-mail info@jabirupacific.com
UL Calypso Aircraft Kit Prices & Options

UL 2200 Aircraft Kit only          $25000.00
With Engine                       $34900.00

UL 3300 Aircraft Kit only         $26000.00
With Engine                       $39900.00

Options:
Airframe:
Tail Dragger Model               $1000.00
Big foot 6.00x6 Main Wheels (no Spats)    $400.00
Folding/Quick Detach Wing Kit      $600.00
VLA Full Width Panel              $200.00
22 Gal Fuel Tank                  $200.00
Wing Tank Fuel System (18 gal ea wing)    $2600.00
Full Carpet kit                   $275.00
Fabric Seat covers kit            $295.00
Sheepskin Seat cover kit          $595.00
Door map pockets                  $110.00
Wing tip Nav/stobe light system   $595.00
Door locks                        $50.00

Communications:
Microair 760 VHF Radio            $795.00
Microair Transponder              $1550.00

Instruments:
EIS LCD Engine Info System for the 2200 w/Probes  $775.00
EIS LCD Engine Info System for the 3300 w/Probes  $895.00
UMA Basic VFR Gauge Package
    Tach w/hour meter, Oil press, Oil Temp,
    CHT, EGT, Voltmeter Skid/Slip, Air Speed,
    Altimeter, And VSI                        $1195.00

Sensenich or Prince P tip Propellers Call for Price

Prices are subject to change
Fast Build Option 1: $2300.00

INSTALL:

- Elevator cable
- Rudder cable
- Trim cable
- Coaxial cable for VHF antenna
- Static tube
- Strobe wire
- Fit ventral fin retain nuts
- Fit ventral fin
- Fit trim horn to lower fuse
- Join top and lower fuse
- Fit out wings:
  - Fit flaps
  - Fit ailerons
- Fit trim horn
- Fit molded skin front

Fast Build Option 2: $4,040.00

All of option 1 Plus:

- Fit horizontal stabilizer
- Fit end caps to stab
- Fit elevator to stab
- Fit elevator end plugs to elevator
- Fit tail fin
- Fit static vent to tail fin
- Fit rudder to tail fin
- Fit-out of components behind seats
- Fit fuel tanks restraints
- Fit horizontal shaft bushes
- Fit undercarriage mount blocks
- Aileron cable attachment points

Fast Build Option 3: $1585.00

Install:

- Elevator Cable
- Rudder Cable
- Trim Cable
- Coaxial Cable for VHF Antenna
- Static Tube
- Strobe Wire or Drawstring
- Fit Ventral Fin Retain Nuts
- Fit Ventral Fin
- Join Top and Lower Fuse
- Fit out components behind seats:
  - Fit Fuel Tanks Restraints
  - Fit Horizontal Shaft Bushes
  - Fit Undercarriage Mount Blocks
  - Aileron Cable Attachment Points
- Cut out Rudder Drive Cable Opening
- Remove Horizontal Stab Peel Cloth
- Install Fuel Pump
- Drill Earth and Filler Holes. Trim Fuselage.