

Welcome to the third issue of our quarterly newsletter, where we showcase all the happenings with the X-Air in Australia and Overseas.



## Natfly 99 - Narromine

What an Adventure! I decided to fly over from Mudgee on the Thursday morning, and i am glad i did, at midnight on Thursday night the wind blew up to about 25 knots and from there it was all downhill. Wind squalls, rain, (Queenslander's reckoned it was snow) we had everything except for good flying weather. Phil Wallace from Mudgee flew the 503 X-Air over and put to the ground at Wellington and caught a lift to Narromine with several other grounded pilots. Our queensland dealers Des Trindall and Tony Stiller flew the Jabiru 2.2 X-Air from Caboolture, their tales of the adventure kept us all amused over the following days. On the internet check out the full story on...

[www.ozemail.com.au/~santhony/natfly99.htm](http://www.ozemail.com.au/~santhony/natfly99.htm)

I know the factory in France were amazed at the distances we travel in the X-Airs, i guess a 2000km trip over a weekend is unheard of in Europe.

## Category 19 Registration

All the X-Airs in Australia are currently flying with Category 19 registration. We are always being asked about Category 19 and following are the most asked questions.

*How soon can I carry a passenger?* The rules as they stand now prohibit the carriage of a passenger for the first 40 hours on an aircraft fitted with a Rotax engine, if the X-Air is fitted with the certified Jabiru 2.2 and certified propeller it can carry passengers after 25 hours.

*How far can I travel from my base?* During the test period of either 40 or 25 hours you can be restricted to within 25 miles of your base area, if you need to travel further from home you can negotiate with your Category 19 Inspector for a larger area.



## Can I get trained in my X-Air?

The rules as they stand now are.... You can be trained in an X-Air aircraft if you are the owner or part owner of the aircraft; the aircraft must have flown off its test period before you can carry a passenger or instructor.

*Example....* You purchased a second hand X-Air with say 40 hours on the clock, then you could be trained in the aircraft because you are the owner and the aircraft has flown off the test period.

*Example....* You have purchased a new X-Air, it has 1 hour on the clock; you cant be trained in the aircraft because it has not completed the test period, but you can use the plane for your solo and cross country flying, but only if you don't carry a passenger or leave the area designated by the inspector.

*Example....* You already have a full license and have just completed your X-Air, then after your inspection you can fly to your hearts content but you cant carry a passenger or leave the designated area for the duration of the test period.

*How do I get my aircraft inspected?* After completion of your X-Air you need to arrange a final inspection by a Category 19 Inspector, he will come armed with a checklist and supervise your final inspection of the aircraft.



## X-Air Australia

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The cost of inspection seems to have been set at \$75 for the inspection and 35 cents / km for travel (there is no obligation for the inspector to charge this amount - please check with your inspector). Once inspected and approved send off the paperwork to the AUF with the planes \$200 initial registration fee (\$100/year after the first year) and you should be airborne within a couple of days.

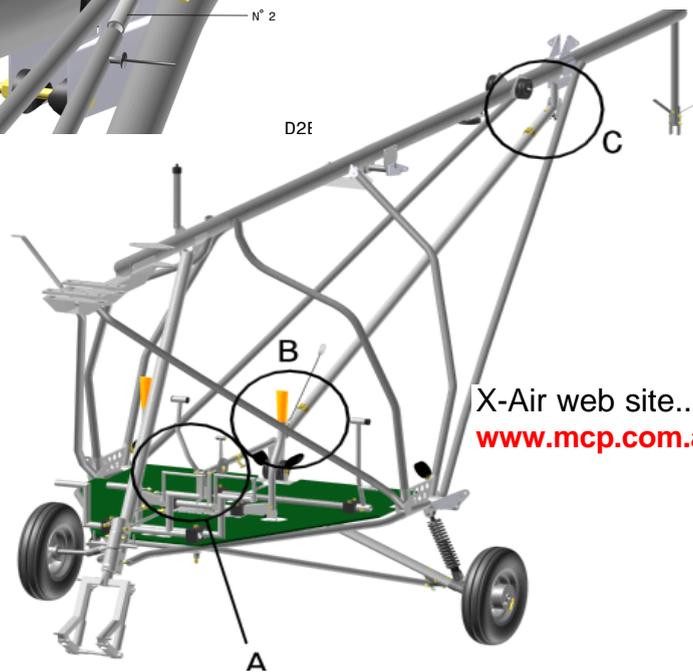
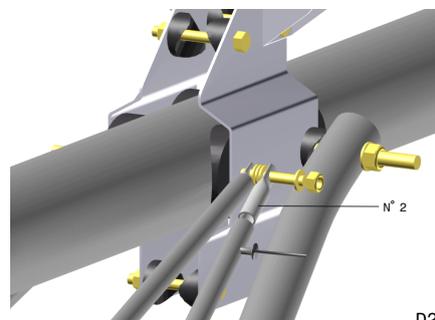
**Does Category 19 mean lots of extra work?** Category 19 offers importers the opportunity to supply aircraft like the X-Air and many others to the Australian market, previously it would have cost us \$250,000 to get the aircraft approved by CASA, the costs would have to be passed on to our customers making each X-Air approximately 50% more expensive. Category 19's only disadvantage as we can see it, is the requirement to fly out the test period. We are working on having this requirement reduced by CASA, but this will take time. It is sort of a compromise - they have accepted the aircraft on its previous flying history in other countries, but require a fly off period to ensure the aircraft wont fall out of the sky.

**We have just sold our 15th aircraft.** Yes that right, when we sent our last newsletter out we had sold 8 X-Airs, but now we are up to 15 X-Airs across Australia. We have X-Air's in Perth, Bunbury, Mackay, Caboolture, Penguin - Tasmania, Melbourne, Echuca, Gosford, Wyong, Cessnock and Mudgee.

**This is newsletter No 3, i've missed the earlier ones, can i get a copy of them ?**

Sure just give us a call and we will send them out - or they can be downloaded from our internet site 24 hours a day.

**How hard is it to assemble the X-Air?** The X-Air is extremely easily to build, all that's needed are basic tools and an assembly area similar in size to a single car garage. The manuals supplied are in English and demonstrate the assembly procedure by the



X-Air web site...  
[www.mcp.com.au/xair](http://www.mcp.com.au/xair)

use of computer generated drawings, all that's needed is to start on page one and work your way through. Any questions can always be answered by telephone and we have assembly pictures on the web site for the most often asked questions. Should you feel assembly may be past your abilities we can offer "Commercial Assistance" in the assembly of your kit.

Basically this means, an experienced X-Air assembler can offer assistance in the building of your aircraft, you have to be in attendance during the construction period and are in control of the assembly but we can assist and offer guidance during the project and test flying of your aircraft. The cost of commercial assistance will add about \$800 to your purchase.

**X-Air Merchandise**

We now have available a great selection of X-Air clothing for purchase. Items include Leather Flying Jackets, Ski Jackets, Lined Denim Shirts, Long Sleeve Polo Shirts and Baseball Style Hats. Full details are available from the

[Questions about the X-Air ?](#)

Contact your closest dealer to organise a test fly.

**Queensland.** Des Trindall  
Phone 07 5591 0350 Fax 07 5564 0080

**Western Australia.** Allan Grigo  
Phone 08 9493 1881 Fax 08 9459 7474

**Tasmania.** Darryl Peatey  
Phone 03 6437 1384 Fax 03 6437 1772

**Victoria.** Steve Woods  
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Till next time..... safe flying Michael Coates