

New York Kolb Ultrastar

I recently completed a total rebuild of a derelict Kolb Ultrastar that I retrieved from a northern Virginia garage. I incorporated extensive modifications into the fuselage to gain propeller clearance, eliminate drag, and increase comfort. Most of the original aluminum and steel tubing was replaced, the main fuselage tube included. Salvaged parts included both main wing spars and drag braces with some empennage parts.

Other modifications include a 5-gallon Brock seat tank, centerline stick, streamline lift struts, fabric-covered streamlined nose section for the fuselage, Azusa wheels with mechanical heel brakes, and a polycarbonate greenhouse and windscreen for all-around visibility. All instruments are steam gauges...exhaust gas temperature, cylinder head temperature, electric tachometer, whiskey compass, airspeed, and altimeter.

Surprisingly, the rebuilt original 38-hp Cuyuna UL202 using a 2SI cog belt drive and a two-blade, 50-inch IVO prop pushes it easily at 75 mph using 2.5 gallons per hour. It gets airborne in a little more than 100 feet with a 175-pound pilot and no wind...standard day. And it's fun!

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Virginia Sonex

N914PD first flew in October 2007 with no surprises. The plane is powered by a Jabiru 3300 engine, which has plenty of power and climb. It cruises around 155 mph on about 5.5 gph. I installed the Dynon EFIS-D10A and MGL Smart Singles instruments that work great.

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