

STRONG ATTENDANCE DURING FIRST DAYS OF SHOW

About 140,000 people attended the first day of the EAA Convention, and another 350,000 came in on Sunday, the second day. EAA officials felt that Sunday's attendance would have been higher had the weather not been so warm, but despite the heat, attendance was moving swiftly toward last year's total figure of 750,000. As of Sunday at 5:00 p.m., there were 715 international visitors from 49 different countries.

LOUDENSLAGER SIGNS ON WITH CHRISTEN

Aerobatic champion Leo Loudenslager recently teamed up with Christen Industries to produce the Laser aerobatic monoplane. Under the terms of the agreement, Christen Industries has acquired all production and design rights to the Laser with Loudenslager taking on a key role in future development, flight testing and marketing. Hans Neubert, who collaborated with Loudenslager on the design of the Laser 260 will also join Christen Industries to continue development and production work on the project.

RUTAN'S TWIN AVAILABLE FOR HOMEBUILDERS

Rutan's four-place Defiant twin has been redesigned for the homebuilt market and plans will be available from Rutan Aircraft Factory, Inc. early in 1984. The prototype has been flying for five years and has undergone extensive testing. A homebuilt feasibility program was started last year by Fred Keller, builder of the 1980 champion VariEze; Keller completed the airplane early in July after 18 months of spare-time work and flew the airplane to Oshkosh from his home in Alaska.

EIPPER-LOTUS ENGINE

Eipper Aircraft and Lotus, the automobile manufacturer, are collaborating on a new engine specifically designed for use in ultralight aircraft and homebuilts. Two four stroke models will be manufactured, one with 28-hp and the other 50. Four stroke design will allow more efficient fuel consumption and quieter operation, according to Lyle Byrum, President of Eipper.

In the planning stages for the past year, Eipper developed the specifications for Lotus, who designed and will manufacture the engine. The 2-cylinder model will weigh 28 pounds and the 4-cylinder model will weigh 52. Dual ignition and 2:1 reduction gearing for improved propeller efficiency will be standard on both engines. With its horizontally-opposed modular design, the Eipper-Lotus engines allow for the possibility of a 6-cylinder configuration in the future.

Engines are expected to be available in the early part of 1984, and all Eipper aircraft will offer them as an option. The engine will also be available to other ultralight and homebuilt manufacturers and owners.

THE MONI with a nosewheel, a John Monnett-designed kit aircraft, has been unofficially dubbed the Monanza.

A MINI-POD FROM AIR FLOW DESIGNS fits many ultralights, fairing the nosewheel and pilot's body. The light weight and smooth surface boosts performance.

AVIATION SUPPLY CORP., which along with its parent company Piedmont Aviation is a major distributor for Beech, Piper and over 80 suppliers in the general aviation marketplace, has reached an agreement with Ultralight Flight to distribute the Phantom ultralight airplane in 13 southeastern states.