



RAPID FIRE

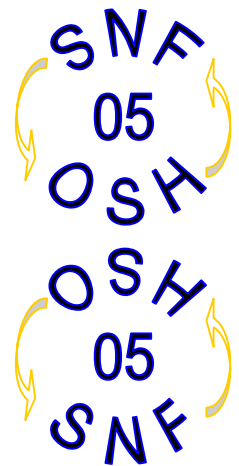
Program Aircraft

Get on the Fast Track - - -

Purchase your Aircraft at one Airshow AND enroll in the IndUS **Builder Education and Assistance Academy...**

IndUS guarantees you will have your kit complete by the following Airshow (or within 4 months)!

Call or write regarding the next available session!



Program Details

You will spend 6 building sessions - four full days each (8-10 hours per day) at the IndUS factory in Dallas, Texas. Scheduling is flexible.

You will receive comprehensive training in all the building techniques required to complete your Thorp *Sport-E*, along with abundant assistance of the experienced staff (FAA certified A&P, IA technicians).

Tuition

Is included in the program price and provides working space in our shop, use of our tools and the guidance/assistance of our A&P IA staff.

Prerequisites

A love of flying and appreciation for fine craftsmanship.

Summary

T211 **Rapid Fire** Aircraft

You wind up with Thorp T211 equipped with the Jabiru 3300, 120 HP 6 cyl. engine, Day VFR instruments, Sliding Canopy, Strobe light, Painted, and Upholstered –

Ready for FAA airworthiness inspection - Ready to Fly

Total \$65,950

Terms and Conditions and Fine Print

Your kit will include a Jabiru 3300 - 120 HP powerplant, basic paint – your choice of color, standard interior and standard day VFR instruments. Extras, bells, whistles, options may delay schedules, and may be considered at initial order – extra charges will apply.

Payment schedule

Confirm placement \$ 5,000

Due at first session \$25,000

Progress payment (approx. 30 days) \$25,000

Balance due at airworthiness inspection \$ 4,999

Inspection fees, if any, are extra.

Your aircraft will be registered Experimental. Because the aircrafts meets the Light Sport Aircraft definition, you may fly it with the Sport Pilot Airman Certificate.



IndUS Aviation, Inc.

Rapid Fire

Builder Education & Assistance Academy

Thorp T211 ***Rapid Fire*** Program Schedule

Session 1

Objective

Complete the Wing Sections. This session will include completing and installing the wing spars, wing attach points, ribs, top skin, and leading edge skins, installing the controls inside the wing, routing the wiring, riveting the lower skins, including the inboard and outboard ribs to the wing.



Mate the Fuselage Halves. All bulkheads, lower skins and stringers in place. The rear fuselage and forward (cockpit) fuselage will be joined. The controls and wiring will be installed, the fuel cell shelf installed, and the top skin will be riveted in place.

Session 2

Objectives

Complete the Cockpit Structure. The basic cockpit structure is set. Install misc. parts: seat pans, seat belts and associated hardware, controls, plumbing for brakes. Install the fuel cell, lines, sender, related hardware; perform leak check.



Session 3

Objectives

Make it Start Looking Like an Airplane. Route trim and rudder cables, attach trim wheel and rudder pedals; set up firewall structures. Rivet cockpit/fuselage skins in place. Assemble, install and service the oleo strut landing gear assemblies; Mate the wings to the fuselage;

Session 4

Objectives

Plumbing. Mount the horizontal stabilator and vertical fin. Fit the Canopy, install wiring harness and connect strobe light. Install any avionics. Paint may occur after session 4 or 5.



Session 5

Objectives

Firewall Forward...and Aft. Install and plumb the engine. Add prop, spinner, cowl, and nose bowl. Install instruments and wire the panel.

Session 6

Objectives

Completion. Install control surfaces; Install any misc. parts; Make adjustments as needed. Weight and Balance. Fire up the engine! Ready for Airworthiness Certificate Inspection.



Frequently asked questions about kit building



How long does it take to build a T211 airframe?

It takes about 300-500 hours to build the T211 Sport.

Can I get builder assistance?

Yes. IndUS offers our Rapid Fire Builder Education and Assistance Academy. We expect to see customers finish their Thorp T211 Sport in as little as 6 weeks. Tuition is included in the Rapid Fire aircraft price. The customer will visit our facility and start building his or her own T211 in our shop, with the use of our tools, and the training, guidance and assistance of our FAA qualified A&P IA technicians.

Is it easy to build a Thorp T211 aircraft?

Yes it is. Matched Hole Tooling really simplifies the project. And with the Rapid Fire Builder Education and Assistance Academy, the process goes very quickly. If someone enjoys working with their hands, they should really consider building. The majority of the kit's structural components are completed at the factory, and through the extensive Builder Assistance Program the project is completed in a timely fashion.

Can I purchase a "Ready to Fly" Light Sport Aircraft?

Yes. We are accepting deposits - \$10,000 - for delivery positions for early 2005. The FAA has projected final implementation of the LSA rule the end of the first quarter of 2005, after which, Light Sport Aircraft may be produced Ready to Fly.

Can I fly an experimental Rapid Fire T211 Sport under the Light Sport Aircraft rule now?

Yes. One of the beauties of the Light Sport Aircraft rule is the *Sport Pilot Airman's Certificate*. The *Sport Pilot* certificate allows the holder to fly an aircraft that fits the definition of Light Sport Aircraft. This aircraft can be registered Experimental, Part 23 or Light Sport Aircraft.

Can I purchase just an airframe kit and build it at home?

IndUS believes safer pilots and safer aircraft are the result of the pilot understanding the systems involved his or her aircraft. Systems are best explained and implemented in the Factory environment under the tutelage of experienced technicians. Additionally, aircraft quality and consistency can be maintained with factory oversight of the construction process, increasing safety, and providing higher market and resale values.

How do I get started on a Thorp T211 Rapid Fire kit?

A deposit will secure the kit price and a delivery position. Once the deposit - \$5,000 - is taken, customers have 3 months to take delivery of their kit at the original price. If delivery is not taken, the customer has another 3 months to take delivery at the price current at that time. Upon arrival at the first Rapid Fire session, \$25,000 is due. Within 30 days of the first session, \$25,000 plus the costs of any optional equipment is due. The balance is due prior to Airworthiness inspection.

Does the price include the engine?

Yes. The Rapid Fire Program everything needed for a basic, Day VFR aircraft. IndUS will assist in recommending and gathering any optional equipment beyond the standard configuration.

Can we come visit the factory?

Yes. We encourage people to come and visit IndUS. Tours are available Monday - Friday at 10:00 and 2:00 or by appointment. Demonstration flights are available for a fee. IndUS is located at Dallas Executive Airport, just minutes from D/FW International Airport or Love Field, 15 minutes west of Downtown Dallas.

Where do I keep my T211 during the construction process?

There is plenty of space at our facilities to store your aircraft and components during your construction project while you are enrolled in the Builder Education and

Assistance Academy. While the wings are removable on our aircraft for transportation (allowing for assembly off the airport and transporting to the airport for flight), removing the wings is not something that one would want to do often.

What kind of safety record do we have?

The T211 has an excellent safety record. The Thorp was designed as a simple, fun to fly aircraft, and as such has a wonderful personality. The design does not stall and the FAA deemed the aircraft Spin Proof. Additionally, the design was Type Certificated in 1946 in the Normal Category. Your kit is supplied with parts manufactured in the same production line as parts supplied for aircraft built under a Production Certificate. Between the Builder Assist Program and proper flight or re-currency training, you will have years of safe and enjoyable experiences ahead.

Do you offer any flight training or aircraft checkouts?

Yes we do. Several T211 experienced Flight instructors contracted by IndUS are available to provide flight training and re-currency training in either the customers airplane or our factory demonstrators at our facility in Dallas. We require the pilot or sport pilot candidate to be current.

Do you have a test flight program or option?

Yes. When your kit is ready for flight we have several IndUS representatives that can come to your location. The pilot, who is intimately familiar with the Thorp design, will do a final inspection and then a first flight.

Is insurance available?

Yes. In Fact, we are working with insurance companies to create preferred programs for our Rapid Fire Builders who have acquired training to factory and industry recommended levels, ensuring safe pilots are operating safe aircraft.

Is financing available?

Yes. We have financing available for all of our aircraft: the Rapid Fire Program Aircraft, The Light Sport Aircraft, and our Type Certified Production Aircraft.

Do you have instrument packages available?

Yes. IndUS can assist in the selection and assembly of custom pre-wired instrument panels to your desires.

Due to the FAA's 51%, you cannot have your Thorp built for you but you can get comprehensive training in all the building techniques required to complete your Thorp Sport-E, along with the assistance of our experienced staff.