

Celier Aviation ROTAX 912 ULST Information

The CA ULS-T is based on his previous design (the CA 912 RST) and is now universally recognized. Once again the engine is copied in uncertain ways. Raphael has now updated the design for the more powerful ROTAX 912 ULS 100 HP. The entire RST (now renamed ULS-T) concept is re-designed, optimized, and industrialized. Special tooling was developed to produce the specific exhaust system with the highest quality and is now available with a special silencer (after muffler) for countries requiring lower noise. This new concept, now copyrighted, has undergone hard testing on multiple weather conditions. Engine temperatures are kept low, mainly for the exhaust which is the critical one. This ROTAX bigger block engine (1.4 l instead of 1.2 l for the Rotax 912) can deliver much higher torque and at lower RPM. This engine has excellent reputation for its reliability. The power is deliberately limited to a max MAP of 40" delivering 145 hp. On the Xenon 4 it is limited to 39" delivering up to 135 hp, whilst max continuous recommended output is 38" providing 125 hp. On the Xenon 4 XL the engine is prepared to use the full 40" boost. There are 2 types of propellers suiting this engine configuration. These are the Kaspar 2/3 (ground adjustable) and the Kaspar 2/3 P-LT (variable pitch and electronic constant speed). In standard configuration we use the ground adjustable propeller that is set at an optimized pitch for good climb and cruise. It is simple, effective and light. The variable pitch model can be chosen as an option. The electro-hydraulic constant speed unit is actuated via a pilot friendly system. This configuration improves fuel efficiency and provides a more quiet flight. Overall, it adds 7 kg and comes with an integrated spinner.