

## **PIPISTREL**

By the end of 2011 Pipistrel announced the Alpha Trainer model and started delivering it in 2012. The Alpha Trainer is developed specially for LSA flying schools and will be delivered fully equipped, ready to-fly. Alpha Trainer is very aggressively priced, is similar to Virus SW from which it descends It features a lower front gear for better visibility, reinforced main gear, heavy-duty wheels and brakes, new fuselage 15 gal, fuel-tank instead of wing tanks, new steering surfaces on a redesigned wing. Rotax 912UL/80HP engine and a fixed pitch prop.

Pipistrel doo Ajdovscina Goriska cesta 50 a • 5270 Ajdovscina • SLOVENIA • Phone : +386 (0)5 / 366 3873, Fax: +386 (0)5 / 366 1263 istrel.si • www.pipistrel.s

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Alpha Trainer

Virus 912

**PIPISTREL** 

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This is a high-performance microlight from Slovenia derived from the Sinus ultralight glider. We detail it here with the standard wing, but it can also be ordered with 10m-span wing, the resulting higher wing loading giving greater comfort and making for easier storage. Airbrakes are used to shorten the landing roll, a useful fitment as the Virus is very 'slippery' in that flight stage. Taildragger undercarriage is standard, nosewheel an option. Performance is excellent, even with less powerful engines than the Rotax 912 listed here. In the USA, Australia and South Africa, the Virus is cleared to a MTOW of 544kg.

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Kit Plan

€ 37 900 € 21 157 € 400

Assembled

Freccia Anemo / RG

Virus SW 100

#### **PIPISTREL**

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The Virus SW 100 is the latest generation of the well proven Virus 912, much faster than its predecessor and with superior stability. All speeds have been increased by 30-50km/h: Vne is now 302km/h and cruise 273km/h (with a 100hp engine at 75% of maximum rpm). Unchanged are the nimble handling, low fuel consumption and award-winning flight performance. An excellent crosscountry aircraft, it is suitable for clubs and schools too. Also offered is the Virus 80 with a Rotax 912; bot also

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### **PODESVA AIR**

This Czech company specializes in the production of replicas and other bespoke machines made to clients' specification. The Trener Baby is a faithful reproduction of the classic aerobatic Zlin 126 aircraft, down to the last detail. Wings are in aluminum, fuselage and central cabane in welded steel tube – even the engine cover is original thanks to a four-cylinder four-stroke Walter Mikron. The handling of this two-seater tandem is impressive.

Podesva - Vyroba a opravy UL letadel u. Unicova 87 • 78396 Ujezd • CZECH REPUBLIC • Phone

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# PRO.MECC

After only few months' development, a fast version of the Sparviero, called Freccia (Arrow in Italian) was built and presented at Aero 2011. The side-by-side low-wing is similar to the Sparviero in that it is made entirely of carbonfiber composites, but is sleeker, longer and much more streamlined. The new elliptical wing is fitted wit slotted flaps, allowing the Freccia to cruise at 250km/h with a Rotax 912S yet retain a low stall speed. The Vne of this Italian arrow is 300km/h. The even faster RG (retractable gear) version was presented on Aero 2012. Engine options: Rotax 912S/iS, Rotax 914.

Pro.Mecc Srl Zona Artigianale SS 16 - km 978 • 73022 Corigliano d'Otranto (LE) • ITALY • Phone : +39 pro

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## PRO.MECC

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The Sparviero ('Sparrow Hawk' in Italian) is not only styllsh but also aggressively low-priced for an aircraft mainly built of carbonfiber, with only the wing skins made of glassfiber. Production models, from December 2009, are dubbed Sparviero 100 and are lighter and faster than the prototype, as well as sporting a lower seat assembly and canopy. A Rotax 912S is the default powerplant but a 912 will also fit. In 2011 a fast-build kit was introduced: for the indicated price you get the complete airframe with wings, bonded and painted! Only the engine and electrical installation are missing.

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WA	ws	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Series III	Cert	Assembled
12	9.23	90	Rotax 912 ULS	100	472.5	2	240	225	54	6	16	100	10-15/1-20-0-1	€ 54 500

## PROGRESSIVE AERODYNE

Progressive Aerodyne is a family business from Florida that has been designing and building aircraft for over 30 years. Its SeaRey two-seater is a high-wing, pusher-prop, taildragger design, using a one-piece composite fuselage. The wing is covered in Ceconite and varnished, while the nosewheel leg folds back for marine use. Our price refers to the basic model of the latest version, the LSX, which has been on the market since Sun 'n' Fun 2010 and is sold without engine.

Progressive Aerodyne Inc 520 Clifton Street • Orlando FL 32808 • USA • Phone : +1 407 / 292 3700, Fax sales@searey.com • www.searey.com

 
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	Though proprietor Bela Nogrady has been building aircraft since the 1980s, his Protoplane com-
1	pany is relatively new to our directory. The Ultra has a claimed fuel consumption of just 12 l/b at
1	220km/h, which could make it the future of microlight travel. It achieves this excellent figure through
1	good aerodynamics and smart use of composites. Protoplane has also started an electric aircraft
Н	project called Ultra-e, the prototype of which was due to be unvoided in 2010

Protoplane 33 Avenue du Général Leclerc • 65200 Bagnères-de-Bigorre • FRANCE • Phone : +33 (0)5 / 62 95 36 31, Fax: +33 (0)5 / 62 95 45 27

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E	PUMA AIRCRAFT	
	The Puma was developed by Antonio Bortolanza under the name Pluto and was subsequently called Drakken. Now it has got a third name and production is finally getting established, partly in Italy and partly in Canada where the company is located. It is a high-wing aluminum and composite	

LSA aimed at the school and airsport market and designed to be easy to maintain. Kits come 90% finished, though the price shown excludes engine and instruments. The folding wings are optional, as is a Rotax 912S.

BDC Aero Industrie Inc. 496 Blvd De L'aeroparc • Lachute QC J8H3RB • Quebec • CANADA • Phone : +1 514 / 581 5577, Fax: +1 514 227 5089

ma-aircraft.com • www.puma-aircraft.com

EW	WA	WS	TC	Eng Eng	HP	MTOW	St	Vmax	Vc	Vs0	٧z	FC
300	11.5	8.5	90	Rotax 912	80	560	2 T	200	180	70	4.5	12

The GT-500 is an extremely well built tube-and-fabric machine. It has been certified in the American Primary Aircraft Category, which may sound a rather dry achievement but which actually speaks volumes for its design integrity. Not surprisingly its flight behaviour is excellent. An agricultural version of the GT-500 is available, as is the single-seat GT-400 which has the same qualities as its bigger brother but remains within the 113kg American single-seat ultralight limit. Engine options: Rotax 582 and 912UL.

Quicksilver Mfg. Inc 42214 Sarah Way • Temecula CA 92590 • USA • Phone: +1 507 / 281 2431, Fax: +1

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### Sparviero



FIXEDWING/LSA



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Puma

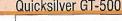
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Quicksilver GT-500







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