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Marino Boric (55) graduated as an aerospace engineer, then acquired both a PPL and CPL/IFR and later flew as a military pilot. One of his passions is his homebuilt microlight. A professional journalist, he specializes in aviation and propulsion and travels worldwide, working for Flugtag – das Magazin and Vol Moteur.

UL/LSA Airplanes - Dictating the Rhythm of Light Aviation

The UL/LSA industry continues to grow inexorably and is practically booming. Despite the predictions of adverse economic forecasts in all fields, the light aviation manufacturers debuted new models at every big aviation event. This development that started several years ago, actually seems not to take a break or to invert its direction. The general economic crisis is fought with a flood of improvements and brand-new products. How is this possible? The answer is simply to name but difficult to explain. The aviation industry is different, very different from the rest of the world economy. Other industries are led by accurate and hardheaded business professionals; light aviation decisions are very often emotionally driven. Instead of cold calculus, many avid aircraft constructors take visceral decisions to fulfil their life’s dream. In this aviation field, emotions and creativity are too often the (only) driving force behind the new aircraft development, with the result that there is always a “right” model in even the smallest market niche. Thanks to these manufacturers - creative irrationality - the aviation enthusiasts have a seemingly endless choice of suitable and well engendered single and two seat aircrafts weighing up to 600 kilos (1300 lbs.). MTOW. Pricing is starting at around $ 15,000, which means that you can probably realize your life’s dream if you want. The moment for the purchase seems to be right; the choice and pricing are almost as limitless as the freedom above the clouds.

Have a good flight!

Marino Boric

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**COAVIO**

Coavio is an Italian aircraft manufacturer which has been in business since 2000. Its DF 2000 is an all-metal, high-wing design. The fuselage is made of TIG-welded CrMo4130 steel tubes, aluminum covered. Aluminum is also used for the wing skins and spars. The manufacturer uses only burst-protected safety fuel tanks on its products. Standard power plant is an 80hp Rotax 912, but possible options include the 100hp Rotax 912S and Jabiru 3300. The DF 2000 can be ordered ready to fly or purchased in kit form, either basic or advanced.

**DF 2000**

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**COAVIO SRL**

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amministrazione@coavio.com • www.coavio.com

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**COYAER**

This Spanish manufacturer started up in 1995. He has developed several Models which are continued at Galicia Aviation GAV, but wants to focus the kit-market. The Gannet, a high-wing airplane and pure Hydroplane, has a glide ratio 20:1 like a glider. This Hydroplane is totally manufactured with composite materials. Due to its high T-shaped Tail it is espacially capable in low level flights over water.

**GANNET S100 SEAPLANE**

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**COYAER SRL**

Pombal-Ctra. Adina s/n • 36979 Pontevedra • SPAIN • Phone: +34 986 / 727 853, Fax: +34 986 / 727 854

info@coyaer.com • www.coyaer.com

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**COMCO IKARUS**

Here’s the floatplane version of the famous C42 B, fitted with Full Lotus Floats and Comco’s own float rigging arrangements. A more powerful engine, the Rotax 912ULS, is substituted for the 912, and the result of all the changes is a machine with excellent STOL characteristics, suitable for the smallest bodies of water. SLSA approval is being pursued.

**C42B FLOATS**

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Flugplatz Mengen EDTM / Am Flugplatz 11 • 88367 Hohentengen • GERMANY • Phone: +49 (0)7572 / 60080, Fax: +49 (0)7572 / 3309

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**COMCO IKARUS**

Although the C42 has been around since the beginning of the UL aviation, this evergreen two-seater just keeps on selling; more than 1300 are delivered worldwide. The C42 offers great fun of flying at a reasonable ratio between price and performance. The main fuselage structure is built around a single large-diameter aluminum tube, other parts are carbon fiber, Aramid and fiberglass made (version related) ensuring light weight, durability and easy maintenance. The C version features Carbon fiber winglets as standard equipment. The tough C42 Super Bison is Rotax 914 turbo powered. The C42B is S-LSA approved to a MTOW of 540kg. Engine options: Rotax 912 80HP (basic), 912S 100HP.

**C42C**

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**COMCO IKARUS**

Germany’s most prolific microlight manufacturer has delivered more than 4000 airplanes since its founding in 1977 and this new airplane is a further development of its most popular model, the C42. First shown at Aero 2011, the C52 is similar to the rugged and well-proven C42 but is not intended to replace it, rather to offer a high-end alternative. The most evident changes are the new landing gear of cantilever design, a tail section made of carbon composite, a new engine mount plus new wings. Cabin width is unaltered but the new model is faster. Engine options: Rotax 912, 912S.

**C52**

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Currently the only amphibious microlight able to take off at maximum all-up weight from water in less than 15 seconds, the Transat MD03 uses composite construction for the fuselage and fabric covering for the wings. The undercarriage is electrically retractable, with a manual system for emergencies. Under French regulations this aircraft has a payload of 195kg, making it a true long-distance two-seater.

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christianroul@yahoo.fr

**TRANSAT MD03**

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**CORVUS HUNGARY**

End of January 2012 the Hungarian manufacturer Corvus Hungary (former Corvus Aircraft KFT) presented the Corvus Fusion. The Fusion is the combination of the already existing Corvus models Racer and Phantom. Fusion is going to replace the Phantom model. Almost unique in this segment, Corvus offers three different wing options for the Fusion. The Fusion is mostly made of carbon fiber. Available gear options are tricycle and tail wheel, both as fixed or RG. Engine options: UL-Power 260iS/260iSA (for acrobatc flight), 350S, Rotax 912 ULS, Jabiru 2200 and Lycoming 233 (U.S. market only).

**CORVUS HUNGARY**

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sandor.kordas@corvus-hungary.com • corvus-hungary.com

**CORVUS FUSION**

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**CRIQUET AVIATION**

This is a 75%-scale replica of the 1935 Fieseler Storch, famous for its STOL characteristics. It is built in Colombia and, according to the manufacturer, is based on the original plans from Germany. It was LSA certified with Rotax 912S, although a Rotax 914 turbo is an option, as are Rotec 2800/3600 rotaries or a Lycoming O-235. Now these certifications are no longer valid in the USA because of Us-trade restrictions against the country of origin.

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criquetaviation@etb.net.co • www.criquetaviation.com

**STORCH**

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**CANTS**

An amphibious two-seater designed according to the American LSA regulations, the Mermaid’s wing and the empennage are made of metal while the hull is composite. Now SLSA approved in the US.

**CANTS**

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**CSA**

An all-metal aircraft from Czech Sport Aircraft, the Parrot uses a swept-forward wing, which allows easy access to the cockpit and excellent visibility even in turns. It is S-LSA approved in the US and can be fitted with either a 100hp Rotax 912, as detailed here, or a 120hp Jabiru 3300. At Aero 2011 the company also showed a new high-wing design based on the Parrot, the new aircraft having made its first flight in December 2010. Flight testing is expected to be completed by fall 2011, with deliveries commencing early in 2012.

**CSA**

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The SportCruiser is back home. In 2010 Piper surprised everyone by striking a deal to market the SportCruiser as the PiperSport, but after 12 months the relationship ended and the SportCruiser’s carousel of maker’s names turned again – from CAS to CSA to Piper and now back to CSA. None of this reflects on the aircraft itself, an all-metal, low-wing, two-seater now sold in three versions called Club, Tourer and Professional, in both LSA (detailed here) and microlight specs. Improvements for 2011 include a new spinner, canopy, elevator, ailerons and wingtips. It is sold ready to fly or as a kit.

CZECH SPORT AIRCRAFT
Rytířská 13 • 110 00 Praha 1 • CZECH REPUBLIC
Phone : +420 (0)221 181 060, Fax : +420 (0)221 181 068
slavia@slaviacapital.com • www.czechsportaircraft.com

The Carbon Cub SS is a thoroughly modern, high-performance airplane that has taken the design of the Piper Super Cub and reinvented it using 21st Century materials (such as carbon fiber) and computer-aided design technology. Through modern engineering the Carbon Cub SS has 50 percent fewer parts and is 250 pounds lighter than a similarly equipped Super Cub. The CC wings use the same airfoil as the Super cub. With a lightweight 180 HP engine, this airplane has a sea level climb rate of 2,100 feet per minute or 11 m/sec.

CUBCRAFTERS, INC
1918 South 16th Avenue • Yakima WA 98903 • USA
Phone : +1 509 / 248 9491, Fax : +1 509 / 248 1421
sales@cubcrafters.com • www.cubcrafters.com

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(* without engine prop instruments)

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**CUBCRAFTERS, INC**

**SPORT CUB S2**

The Sport Cub is the S-LSA version of the FAR 23 certified Top Cub, which has been produced by CubCrafters for several years with a 180hp Lycoming O-360. The latter costs $165,000 but with an O-200 it becomes S-LSA legal, not to mention a great deal cheaper. The company, founded in the 1980s, thrives on everything Cub, not just new ones, so if you want an old Piper Cub rebuilt, this is the place to go.

CUBCRAFTERS, INC

1918 South 16th Avenue • Yakima WA 98903 • USA • Phone : +1 509 / 248 9491, Fax : +1 509 / 248 1421

sales@cubcrafters.com • www.cubcrafters.com

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**TOP CUB**

The Top Cub can take off and land in restricted spaces. Because of that Top Cubs appeals to bush pilots, especially with options like tundra tires (up to 35 inches), skis or amphibious floats, along with belly pods to further increase cargo and fuel capacity. The Top Cub is an ideal choice for any adventure-seeking pilot. Engine options: Lycoming O-360-C4P 180HP, Superior O-360-A3A2 180HP

CUBCRAFTERS, INC

1918 South 16th Avenue • Yakima WA 98903 • USA • Phone : +1 509 / 248 9491, Fax : +1 509 / 248 1421

sales@cubcrafters.com • www.cubcrafters.com

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**CUVELIER AVIATION**

Although Frenchman Rémi Cuvelier only created Cuvelier Aérospace, a technical design consultancy, in 2006, the CR12 Phaeton mock-up that was shown at Aero 2010 in Friedrichshafen is actually a development of an aeroplane designed in the 1990s. A tandem two-seat high-wing machine, it is intended for use on unprepared landing strips. The co-pilot at the rear has a raised seating position to give a better view over the head of the pilot. At the time of writing a prototype is under construction, to validate the STOL aerodynamic concept for a modern light aircraft specifically engineered for aerial work.

CUVELIER AVIATION 3 allée Pierre Cartelier • 78370 Plaisir • FRANCE • Phone : +33 (0)6 / 72 69 18 11

cuvelier@numericable.fr • http://cuvelier-aviation.com

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**PTI’TAISON**

This interesting design uses an unusual construction. The wing structure is a three-dimensional welded steel spar onto which the aluminium tube ribs and laminar leading edge are attached. The vast fuselage, 115cm wide, makes it possible to accommodate a ‘bulky’ crew. The aircraft comes with its own trailer. Engine options: Rotax 912UL

DIDIER ULM 2 rue Noquette • 08140 Francheval • FRANCE • Phone : +33 (0)3 / 24 26 39 51

leopold.didot@ptitavion.com  • www.ptitavion.com/index_fr.html

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**ALTO TG**

Relatively new to our directory, this Czech low-wing aircraft is of all-aluminum construction. The company was founded in 2006 in a region well known for aircraft production. The photo shows a nose wheel version, but there is also a tail-dragger model. It is listed here with a Rotax 912, but it should be LSA legal even with a 120hp Jabiru 3300. LSA certified since 2011. Alto is the first LSA with air-conditioning onboard. Sold in a kit (50% kit or 100% airframe kit) and ready-to-fly. Engine options: Rotax 912ULS, Jabiru 3300.

DIRECTFLY S.R.O. Chelčí 537 • 68725 Hluk • CZECH REPUBLIC • Phone : +420 (0)77 715 015, Fax : +420 (0)641 248 512

info@directfly.cz  • www.directfly.cz

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ARGO

ArGO is the Directfly high wing all-metal UL and LSA rules compliant airplane. First public presentation was during Blois 2011 fly-in in France. It is an all metal airplane that can be delivered with a conventional tree wheel undercarriage. The fuselage is made of welded steel tubes that are covered with riveted aluminum sheets. The airplane features dual control sticks, steerable front wheel and a single throttle knob. Can be powered by Rotax 912/912S engines.

DIRECTFLY S.R.O.
Cihelni 537 • 68725 Hluk • CZECH REPUBLIC • Phone: +420 (0)777 715 015, Fax: +420 (0)441 248 512
info@directfly.cz • www.directfly.cz

DIRECTFLY EW MTOW WA WS TC Eng HP St Vmax Vc Vs0 Vz FC Cert Assembled Kit Plan
282 472.5 5.0 9.0 100 Rotax 912 ULS 100 2 230 200 62 6 15 - € 62 000 - -

DI STAR

Distar is not a name familiar to our readers, but the Samba, formerly made by Urban Air, will certainly strike a chord. Latest variant of the Samba is this XXL model, based on the successful Samba UFM 10. The XXL has a tricycle gear, a low wing and is built entirely in composites. It is intended to fit into the microlight category as a comfortable tourer, so wingtip design has been altered to maximize lift and cruise economy. Airo Aviation in Dubai produces this version under license, selling it as the Airo 5. Engine options: Rotax 912UL, 912ULS, Jabiru 2200.

DISTAR AIR
U Letiste 1381 • 562 01 Usti nad Orlici • CZECH REPUBLIC • Phone: +420 (0) 495 / 493 445, Fax: +420 (0) 495 / 493 445
air@distar.cz • www.sambaxxl.com

DISTAR EW MTOW WA WS TC Eng HP St Vmax Vc Vs0 Vz FC Cert Assembled Kit Plan
285 472.5 8.9 10 220/100 Rotax 912 80 2 270 220 65 7 17 - € 63 600 € 41 500 -

DOVA AIR CRAF

This Czech top-of-the-range microlight is built in aluminum by a team originating from the Evektor Eurostar factory. It features a metal T-tail, unusual in a microlight, and is SLSA approved. Alternatively, a development of the Skylark with a cruciform tail is available, under the name of DV-2 Infinity. This version has no winglets and is almost 20km/h faster.

DOVA A.S.
Kirlokovska 115 • 739 21 Paskov • CZECH REPUBLIC • Phone: +420 (0)556 / 671 081, Fax: +420 (0)556 / 671 0139
centrum@dovaas.cz • www.dovaas.cz

DOVA EW MTOW WA WS TC Eng HP St Vmax Vc Vs0 Vz FC Cert Assembled Kit Plan
275 472.5 9.4 8.1 90 Rotax 912 S 100 2 240 210 65 5.0 14 S-LSA € 50 000 € 40 500 -
### E-Go

The e-Go (E-plane) has been developed with the aim of being the ultimate single-seat ultralight in the UK’s deregulated category. The e-Go won the design competition organized by the LAA (the British homebuilders’ association) in 2007 and is expected to fly in 2011. The E-plane should be both exciting and ecological, projected consumption being a miserly 3.5 liters per 100km, using a rotary engine. It has a novel structure of carbonfiber and foam.

**E-Go Aeroplanes LLP**

- **e-Go Centre, Main Hall Farm, Conington • Cambridge CB23 4LR • Cambs**
- **UNITED KINGDOM • Phone: +44 (0)7778 / 690086**
- **http://www.e-Go.me**

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### E-Aviation

**Eagle Aviation LLC**

- **80585A 20th Ave • Oshkosh WI 54902 • USA • Phone: +1 920 / 968 7527, Fax: +1 920 / 968 7539**
- **info@eaglesportplane.com • eaglesportplane.com**

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### Earthstar

- **EARTHSTAR AIRCRAFT 11990 Earhart Pl. • Santa Margarita CA 93453 • USA • Phone: +1 805 / 438 5235, Fax: +1 805 / 438 4938**
  - **thundergull@aol.com • www.thundergull.com**
  - [thundergull@aol.com](thundergull@aol.com) • [www.thundergull.com](http://www.thundergull.com)

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### E-Go

The Super Petrel LS is an amphibian aircraft made from carbon and kevlar, offering some of the best performance figures in its category. It is elegant, docile and precise throughout the speed range and strong enough to cope with choppy waters. The lower wings were designed to deflect water and thus protect the prop. It is made in Brazil by Edra Aeronautica, which built almost 270 aircraft from 1991 to 2011. In 2010 a new European distributorship was established in Lithuania. There is also a 600kg MTOW LSA version available.

**E-Go AERoplanes LLP**

- **E-Go Centre, Main Hall Farm, Conington • Cambridge CB23 4LR • Cambs**
- **UNITED KINGDOM • Phone: +44 (0)7778 / 690086**
- **info@e-Go.me • www.E-Go.me**

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### Etcetera

**Eldorado**

- **radiodrum@eldorado-aircraft.com • www.eldorado-aircraft.com**

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### Edra

- **E-Dra AERONAUTICA LTDA. Rodovia Estadual, SP 191 • km 87.6 • 13537-000 Piquera • SP • BRASIL**
  - **Phone: +55 (0)19 3576 1392, Fax: +55 (0)19 3576 1392**
  - **e-mail: comercial@edraaeronautica.com.br • www.edraaeronautica.com.br**
  - [edraaeronautica.com.br](edraaeronautica.com.br) • [www.edraaeronautica.com.br](http://www.edraaeronautica.com.br)

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The Italian company Egvoyager can trace its roots in aeronautical construction back to 2003 but did not launch its Voyager 203 aircraft until May 2010. This fast-looking low-wing all-composite machine has a Vne of 300km/h. The basic version is called Voyager Fly, the more refined models are Voyager Club and Voyager Style. Serial production is expected for 2011/12, initially of the European version, which will be available as CF (fixed gear, priced here) or CR (retractable gear, 7000 euros extra). An LSA-version is scheduled for later. Both kits and ready to fly aircraft are offered.

EGVOYAGER SRL
Via Don Minzoni B • 30030 Martellago (Ve) • ITALY • Phone : +39 0320 / 113326
egv@egvoyager.it • www.egvoyager.it

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<td>-</td>
<td>-</td>
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EGVOYAGER

Unchanged since 1969, the Coach II has a welded steel tube fuselage / empennage that is fabric covered. The wing is made of aluminum tube with wooden ribs. It uses a Sauer four-stroke engine, a VW derivative, though a Rotax 582 can also be used. Built only on request.

EHROFLUG GMBH
Winklacker 28 • 8595 Altnau • SWITZERLAND • Phone : +41 (0)71 695 28 08, Fax : +41 (0)71 695 28 08
kurt.ehrat@ehroflug.ch • www.ehroflug.ch

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EHROFLUG

This Polish aircraft is entirely built in composites and this, aided by the machine’s small overall dimensions, gives it a commendably low empty weight. (The figure in our data includes the safety ‘chute). Despite this, the cockpit is very spacious. The Junior received Polish certification in February 2010. A flight test appeared in issue 204 of the French-language magazine Vol Moteur.

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EKOLOT

- With German TC
- The airplanes, fully metallic, are realized using exclusively certified aeronautical materials such as Al & CrMo4 alloys.
- In accordance with the JAR VLA - Part 21 Rules
- Comfort, utility, multipurpose

SILA 450C

- With German TC
- The airplanes, fully metallic, are realized using exclusively certified aeronautical materials such as Al & CrMo4 alloys.
- In accordance with the JAR VLA - Part 21 Rules
- Comfort, utility, multipurpose

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**Topaz**

The Topaz is derived from the JK-05L Junior. By removing the wing struts and designing a one-piece wing, weight has been usefully reduced and performance increased. As with the Junior, our weight figure includes the safety ‘chute. The aircraft received its certification ticket in February 2010.

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**Ellipse Spirit**

The A2 company introduced its Ellipse Spirit, a side-by-side two-seater in 2011. The all-composite elliptically shaped wing is a real eye-catcher, with rounded wing tips, fixed slots built into the outer portion of the wings, and airbrakes. This airplane should reach a maximum speed of almost 300km/h and cruise at 250km/h. Cruise range can be extended to 1730nm using the additional 60 liter (16 US gal) fuel tank. There are two different versions of the Ellipse: the German UL and a LSA version plus RG or fixed gear versions. Kit-version is available. Engine options: UL-Power 260iS/350, Rotax 912S/iS, Lycoming 233

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**Elektra Flyer-X**

The first appearance of Randall Fishman’s Elektra Flyer-X was at Oshkosh 2009. The sleek two-seater features a 100cm-wide cabin and represents his third generation of electric aircraft. It is fitted with the company’s own 50hp liquid-cooled brushless electric motor. The battery packs inside the stainless-steel box are air-cooled and can be located either in the engine compartment or in the cabin; they should allow 2-3h flying time, depending on number of packs installed. Battery packs cost $15000 and are not included in the kit. Series production was originally scheduled for 2010, but this has now shifted to 2011.

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**L 11**

The L 11 is the first two-seater microlight designed by Emile Lucas. Construction is all-metal riveted sheet aluminium, while the windscreens are made from flat transparent sheet, which is not ideal but reduces the price. A revised model, the L12, is due, in which construction has been simplified by the adoption of a rectangular wing. Unfortunately, this version will only be offered in kit form.