

# WINGS of the WORLD ENGLISH EDITION

## World Directory of Light Aviation 2013-2014



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**Fixed-wing microlights/LSA**



10

Includes Light Sport Aircraft

**Homebuilts**



92

**Ultralight gliders  
Certified gliders**



160

**Trikes**



210

Includes Light Sport Aircraft

World Directory of  
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Aviation  
2013-2014**

**Certified aircraft**



138

**Gyrocopters  
& Helicopters**



182

**Instruments**



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# 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 fulfill 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



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 *Fluegel – das Magazin* and *Vol Moteur*.



Companies marked with the 'e' logo are actively involved in developing electric propulsion.

Ultralight sailplanes, motorized ultralight sailplanes as well as certified gliders and motorgliders are published in the relevant category sections only.

NAME OF THE CONSTRUCTOR

NAME OF THE MODEL

FULL NAME OF THE CONSTRUCTOR Address E-mail • Homepage										Class of regulation* Picture of the model US-LSA									
EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan			

- « EW » Empty weight kilograms (1kg = 2.20lb)
- « MTOW » Maximum all-up weight kilograms (1kg = 2.20lb)
- « WA » Wing area square metres (1m² = 10.28ft²)
- « WS » Wing span metres (1m = 3.28ft)
- « TC » Tank capacity Litres (1l = 0.264gal(US) 0.220gal(imp))
- « Eng » Engine
- « HP » Horsepower (hp)
- « St » Number of seats
- « Vmax » Maximum speed kilometres per hour (km/h)
- « Vc » Cruise speed kilometres per hour (km/h)
- « Vs0 » Stalling speed kilometres per hour (1km/h = 0.622mph)
- « Vz » Climb rate metres per second (m/s)
- « FC » Fuel consumption Litres per hour (1l = 0.264gal(US) 0.220gal(imp))
- « Cert » Certification
- « Assembled » Assembled price Excluding local and national taxes
- « Kit » Prix kit hors tax Excluding local and national taxes
- « Plan » Plan price Excluding local and national taxes

\* Class of regulation: shows the lightest class of airworthiness regulatin for which the aircraft is eligible. Does not necessarily indicate that certification has been achieved.

Manufacturers, importers and advertisers are indexed at the back of this publication. For a full list of abbreviations and metric/imperial conversions, see last page of this directory.

## 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



**COAVIO SRL** Via Morolense 64/A • 03013 Ferentino (FR) • ITALY • Phone : +39 3887720110

[amministrazione@coavio.com](mailto:amministrazione@coavio.com) • [www.coavio.com](http://www.coavio.com)

FAI-ML

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
285	450	11.6	9.60	76	Rotax 912	80	2	-	195	60	-	-	-	€ 43 000	€ 26 650	-

## COLYAER

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 especially capable in low level flights over water.

## GANNET S100 SEAPLANE



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

[info@colyaer.com](mailto:info@colyaer.com) • [www.colyaer.com](http://www.colyaer.com)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
325	650	12	12.4	138	Rotax 912	100	2	260	190	70	5	14	-	-	-	-

## 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



**COMCO IKARUS GMBH** Flugplatz Mengen EDTM / Am Flugplatz 11 • 88367 Hohentengen • GERMANY •

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US-LSA

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
325	520	12.5	9.45	65/130	Rotax 912 S	100	2	160	145	65	4.5	15	S-LSA	€ 56 950	-	-

## 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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US-LSA

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
273	472.5	11.9	8.71	65	ROTAX 912	80	2	190	175	65	5	10-13	S-LSA, VZ	€ 52 980	-	-

## 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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FAI-ML

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
275	472.5	11.9	8.71	65	Rotax 912	80	2	200	187	65	5	13	-	€ 59 980	-	-

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# ROTAX 912 iS compatible EFIS - EMS Moving Map Glascockpitsystem



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### VP-EMS:

#### Engine Monitoring System

- ↪ **NEU:** Interface zum ROTAX 912 iS
- ↪ Gewohnte 270° Darstellung
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- ↪ Fuelmanagement
- ↪ Strukturierte Checklisten
- ↪ Anzeige von Drehzahl, Öltemperatur, Öldruck, Kühlwassertemperatur, Tanks, EGT, Fuelflow, Spannung, Strom, OAT, Manifoldpressure ...
- ↪ 2-Schirm und 3-Schirm Varianten

### VP-EFIS/EMS:

**Kombigerät: EFIS mit Moving Map und integriertem EMS**

\* = optional

## PESCHGES VARIOMETER

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[www.peschges-variometer.de](http://www.peschges-variometer.de)  
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## CONCEPT COMPOSITES

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.

## TRANSAT MD03



**CONCEPT COMPOSITES FRANCE** Aérodrome des Saulneries • 49420 Pouance • FRANCE • Phone : +33 (0)6 08 32 65 60, Fax : +33 (0)2 40 28 33 13  
[christianroul@yahoo.fr](mailto:christianroul@yahoo.fr)

US-LSA

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
300	495	8.80	18	-	BMW 1100RS injection	80	2	150	140	64	4	-	-	€ 47 950	-	-

## 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 acrobatic flight), 350iS, Rotax 912 ULS, Jabiru 2200 and Lycoming 233 (U.S. market only).

## CORVUS FUSION



**CORVUS HUNGARY** III körzet 73/D • 6035 Ballószög • HUNGARY • Phone : +36 (0)20 508 308 0

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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
-	600	10.83	8.33	76	UL-Power 260 iSA	107	2	-	230	65	-	13.6	-	€ 99 000	-	-

## 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.

## STORCH



**CRIQUET AVIATION** Aeropuerto Guaymaral • Guaymaral (SKGY) • COLOMBIA • Phone : +57 (0)571 676 4216, Fax : +57 (0)571 676 4254  
[criquetaviation@etb.net.co](mailto:criquetaviation@etb.net.co) • [www.criquetaviation.com](http://www.criquetaviation.com)

US-LSA

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
385	625	16	10.5	110	Rotax 912S	100	2	190	130	40	-	19	-	-	-	-

## CSA

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.

## MERMAID



**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](mailto:slavia@slaviacapital.com) • [www.czechsportaircraft.com](http://www.czechsportaircraft.com)

US-LSA

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
380	560	11.5	9.5	2x50	Jabiru 3300	120	2	210	185	65	4	22	S-LSA	€ 87 500	€ 45 500	-

## 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.

## PARROT / PS10



**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](mailto:slavia@slaviacapital.com) • [www.czechsportaircraft.com](http://www.czechsportaircraft.com)

US-LSA

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
360	600	9.5	11.4	2 x 50	Rotax 912S	100	2	-	206	56	10	18	S-LSA	€ 80 000	-	-

**CSA**

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.

**SPORTCRUISER**



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US-LSA

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
270	600	13.2	8.78	2 x 57	Rotax 912 S	100	2	225	201	55	6	17	S-LSA, BCAR S	-	-	-

**CUBCRAFTERS**

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.

**CARBON CUB SS**



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

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
405	600	15.97	10.44	90	CC340	180	2	220	190	50	11	-	-	\$ 172 990	-	-

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## CUBCRAFTERS

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](mailto:sales@cubcrafters.com) • [www.cubcrafters.com](http://www.cubcrafters.com)

US-LSA

## SPORT CUB S2



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
374	599	16.6	10.6	94	Continental O-200	100	2	195	165	51	4.1	17	S-LSA	\$ 139 000	-	-

## CUBCRAFTERS

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

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## TOP CUB



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
544	1043	16.5	10.7	95x2	Lycoming O-360-C4P	180	2	-	200	77	4	-	-	\$ 219 900	-	-

## CUVELIER

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.

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[rcuvelier@numericable.fr](mailto:rcuvelier@numericable.fr) • <http://cuvelier-aviation.com>

## CR 12 PHAETON



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
240	472-520	-	9	-	Rotax 912, Aerovee	100	2	200-270	200-250	45	-	-	-	-	-	-

## DIDIER ULM

This interesting design uses an unusual construction. The wing structure is a three-dimensional welded steel spar onto which the aluminium tube ribs and laminate 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

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FAI-ML

## PTI'TAVION



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
272	450	15.04	9.40	33+20	Rotax 912 UL	80	2	171	150	65	5,5	12	-	-	-	-

## DIRECTFLY

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.** Cihelni 537 • 68725 Hluk • CZECH REPUBLIC • Phone : +420 (0)777 715 015, Fax : +420 (0)541 248 512  
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FAI-ML

## ALTO TG



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
287	472.5	10.14	8.10	105	Rotax 912 S	100	2	245	210	65	5.5	18	-	\$ 125 000	€ 13 500	-



**DIRECTFLY**

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.

**ARGO**



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
282	472.5	9.90	9.00	100	Rotax 912 ULS	100	2	230	200	62	6	15	-	€ 62 000	-	-

**DISTAR**

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.

**SAMBA XXL**



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
285	472.5	8.90	10	50/100	Rotax 912	80	2	270	220	65	7	17	-	€ 63 600	€ 41 500	-

**DOVA AIRCRAFT**

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.

**DV-1 SKYLARK**



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
275	472.5	9.44	8.14	90	Rotax 912 S	100	2	240	210	65	5.9	14	S-LSA	€ 65 000	€ 59 900	-

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## 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



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US-UL

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
110	226	11.5	8	20	40hp rotary	40	1	250	222	65	5.6	3.5	-	£ 30 000	£ 20 000	-

## EAGLE AVIATION

New in 2008, the EA-100-LSA is an all-metal high-wing design from a company based at Oshkosh, the Mecca of sport aviation in the U.S. It is a Cessna 152 alike airplane. This strutted high-wing, all metal made LSA airplane has big glassed surfaces and is powered by the proven Rotax four-stroke engine. The nose wheel is steerable and both, pilot and passenger, have toe-brakes – unusual in this class. The airplane was originally designed and built by IBIS Aircraft S.A. in Columbia, South America. Eagle Aviation has acquired the rights to produce the airplane and certify it in the U.S. Engine options: Rotax 912ULS.

## EA-100 S-LSA



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US-LSA

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
383	600	12.5	8.7	75	RAM	115	2	210	205	65	6	23	S-LSA	-	-	-

## EARTHSTAR

This solo aircraft is designed to fit in the American ultralight category (less than 115kg empty). The welded steel-tube cage for the pilot has a fully enclosed composite fairing with a boom-mounted tail and the wing is of riveted Dural sheet. Extensively flight tested, it gives a great performance from such a lightweight machine. The Soaring Gull is a longer-winged version that's outside the 115kg weight limit but gives improved gliding performance. Price excludes engine.

## GULL 2000



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US-UL

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
112	250	8.83	6.1	19	Hirth F33	28-52	1	100	100	44	3.5	8	-	-	\$ 12 580	-

## EARTHSTAR

## ODYSSEY

A side-by-side two-seater pusher with staggered seats, the Odyssey has a welded steel spaceframe fuselage and all-aluminum riveted cantilever wings. Flaps allow a low stall speed despite the relatively small wing span. Three versions are offered: the two-seater detailed here plus two solo models known as the Gull 2000 and Soaring Gull 2000. Though normally sold in kit form (our price excludes the engine), some examples have been sold ready-to-fly. The company has also developed an electric version of this aircraft.



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FAI-ML

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
190	453	11.53	7.92	38	HKS 700 E	60	2	200	150	54	4.5	9	-	-	\$ 18 500	-

## EDRA

## SUPER PETREL LS/UL

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.



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US-LSA

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
320	495	15	8.90	90	Rotax 912 ULS	100	2	198	180	56	5	18	-	€ 74 954	-	-

## EGVOYAGER

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.

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FAI-ML

## VOYAGER 203



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
278	472.5	-	8.0	88	Rotax 912ULS	100	2	240	240	63	7	-	-	€ 58 570	€ 33 174	-

## EHROFLUG

Unchanged since 1989, 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.

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FAI-ML

## COACH II S



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
230	450	15	11.34	45	Sauer 2.1	70	2	125	100	50	2	8	VZ	€ 36 000	€ 15 000	€ 264

## EKOLOT

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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FAI-ML

## JK-05L JUNIOR



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
290	472.5	10.24	10.68	2 x 35	Rotax 912	80	2	220	160	55	5.5	10	IKCSP	€ 47 400	€ 22 000	-

## 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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## EKOLOT

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.

## KR-030 TOPAZ



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
290	472.5	10.24	10.76	2 x 35	Rotax 912	80	2	220	180	65	6	10	IKCSP	€ 52 500	€ 26 000	-

## ELECTRIC AIRCRAFT CORP

## ELECTRAFLYER-C

This was the first electric aircraft to be featured in this section of our publication. The ElectraFlyer-C is a single-seater designed and built as a prototype and proof of concept for economical electric flight, using a converted Moni motorglider as a starting point. Its endurance is 1-1.5h. At Oshkosh 2009 designer Randall Fishman presented his next project, an all composite two-seat experimental-class aircraft called ElectraFlyer-X. Intended for series production in kit form, the sleek composite design has a liquid-cooled electric motor and is planned to sell at \$65000 plus batteries.



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FAI-ML

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
172	283	14.6	13.9	electric	13.5 kW Direct-Drive	18	1	145	110	65	-	electric	-	-	-	-

## ELECTRIC AIRCRAFT CORP

## ELECTRAFLYER-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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US-LSA

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
350	-	-	15	-	Electric Aircraft	50	2	-	130	55	-	-	-	-	\$ 65 000	-

## ELLIPSE SPIRIT

## ELLIPSE SPIRIT UL/LSA

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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FAI-ML

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
272.5	560	8.48	8.00	100	UL Power 260iS	107	2	280	250	60	7.5	12.5	-	€ 77 500	€ 29 900	-

## EMILE LUCAS

## L 11

The L 11 is the first two-seater microlight designed by Emile Lucas. Construction is all-metal riveted sheet aluminum, while the windscreen is 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.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
275	450	9.00	8.40	80	Jabiru 2200	80	2	203	180	65	5	16	-	-	-	€ 400