

WINGS of the WORLD ENGLISH EDITION

World Directory of Light Aviation 2013-2014



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10

Includes Light Sport Aircraft

Homebuilts



92

**Ultralight gliders
Certified gliders**



160

Trikes



210

Includes Light Sport Aircraft

World Directory of
**Light
Aviation
2013-2014**

Certified aircraft



138

**Gyrocopters
& Helicopters**



182

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Ultralight tendency

One of the important aviation fairs is the AERO at Lake Constance, a showcase for new trends in General Aviation. At the 2013 event a number of new helicopter models were presented, most of them with a max take-off weight (MTOW) of 450 kg. These microlight helicopters are the result of a new trend in European governments to legalize 450 kg helicopters as microlights. France began in 2012; Germany followed in 2013 with a microlight certification evaluation program. More countries will follow. We all will benefit of these inexpensive helicopters for many tasks can be accomplished by microlights. Microlight helicopters have a future except pilot training cannot be done in a microlight way.

Werner Pfaendler



Werner Pfändler
Journalist und Pilot (CHPL)



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



Class UL : This manufacturer builds or develops ultralight helicopters - class 6 in France : < 450 kg MTOW 2 seats, < 300 kg 1 seat

NAME OF THE CONSTRUCTOR

NAME OF THE MODEL

Full name of the constructor Address E-mail • Homepage													Picture of the model		
EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan

« EW »
Empty weight
kilograms
(1kg = 2.20lb)

« DR »
Diameter of
rotor
metres
(1m = 3.28ft)

« TC »
Tank capacity
Litres
(1l = 0.264gal(US)
0.220gal(imp))

« HP »
Horsepower
(hp)

« Vmax »
Maximum
speed
kilometres per
hour
(km/h)

« Vs0 »
Stalling speed
kilometres per
hour
(1km/h = 0.622mph)

« FC »
Fuel consumption
Litres per hour
(1l = 0.264gal(US)
0.220gal(imp))

« Kit »
Kit price
Excluding local and
national taxes

« MTOW »
Maximum all-up
weight
kilograms
(1kg = 2.20lb)

« CR »
Chord of rotor
metres
(1m = 3.28ft)

« Eng »
Engine

« St »
Number of
seats

« Vc »
Cruise speed
kilometres per
hour
(km/h)

« Vz »
Climb rate
metres per second
(m/s)
(1m/s = 197ft/min)

« Assembled »
Assembled price
Excluding local and
national taxes

« Plan »
Plan price
Excluding local and
national taxes

ALPI AVIATION

Alpi took over the Raven project at the end of 2008 and, in collaboration with the former production team, has put the aircraft into production. The design was initially inspired by the Exec 101 and uses a turbine derived from the auxiliary power unit of a cargo aircraft.

ALPI AVIATION SRL Via dei Templari 24 • 33080 San Quirino, Pordenone • ITALY • Phone : +39 0434 / 370496, Fax : +39 0434 / 360713
info@alpiaviation.com • www.alpiaviation.com

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
290	500	7.63	0.20	90	Turbine	130	2	190	170	0	8.5	40	-	-	-

SYTON AH 130



AUROA HELICOPTERS

The side-by-side two seat helicopter Auroa manufactured by the New Zealand company of the same name, had its maiden flight in 2011. In 2013 it is ready for serial production. The elegant helicopter is equipped with a T62 Solar Turbine with 160 SHP and comes ready to fly for 250.000 NZ Dollars including all instruments. The endurance is said to be two hours, the MTOW 600 kg.

AUROA HELICOPTERS LIMITED 992 Auroa Road • Manaia - South Taranaki RD 28 • NEW ZEALAND • Phone : +64 (0)6 274 5715
info@auroahelicopters.co.nz • www.auroahelicopters.co.nz

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
310	544/600	-	-	-	Solar T62	160	2	170	150	-	6	-	€ 165 000	-	-

AUROA



AVIMECH

The Dragonfly DF1 is an CO2 neutral helicopter. He is rocket powered by hydrogen peroxide (H2O2), the only exhaust is water vapor. The 70% H2O2 is fed to the rotor blade tips, where the tip-jet provide thrust - turn the rotor without torque, vibration or noise. The tail rotor of the DF1 is only required for controlling the vertical axis, but not for torque compensation, as in the traditionally designed helicopters. The Dragonfly was developed as SwissCopter in Switzerland and is now being built in Tucson Arizona.

AVIMECH INTERNATIONAL AIRCRAFT, INC. 1338 East Grant Road • Tucson AZ 85719 • Arizona • USA • Phone : +1 520-795-2452
fly@avimech.com • www.tipjetusa.com

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
106	360	6	-	70	2 Tip-Jets	-	1	185	-	-	11	-	\$ 120 000	-	-

DRAGONFLY DF1



BHR AIRCRAFT CORPORATION

The helicopter F290 Mustang manufactured by the French company BHR is in its final stage for certification class 6 (ultralight helicopter) in France. The airframe including rotortail of the side-by-side two seater is entirely made of carbon. The two blade rotor has a diameter of 6.52 m. The engine is a Rotax 914 turbo limited to 100 HP. BHR claims an empty weight of 285 kg. BHR also builds the F360 Fandango, a 700 kg (MTOW) helicopter powered by a 180 hp Lycoming HIO 360.

BHR AIRCRAFT CORPORATION 45 Route de Pitoys • 64600 ANGLET • FRANCE • Phone : +33 06 98 17 05 01, Fax : +33 05 58 58 79 14
info@bhr-aircraft.com • www.bhr-aircraft.com

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
285	450	6.52	-	90	Rotax 914	100	2	195	175	-	-	-	-	-	-

F290 MUSTANG



CH-7 HELI-SPORT

The 2010 version of the Kompress boasts several weight-saving features, including aluminum radiators, carbon empennage and an integral generator. Range is now 480km and thanks to its turbocharged Rotax 914, it can operate out of ground effect up to 3500m above sea level. An electronic governor controls the manifold pressure, which simplifies the pilot's workload. The close-spaced tandem crew share the same collective and cyclic controls. The kit includes absolutely everything including the instrumentation, apart from the engine.

CH-7 HELI-SPORT S.R.L. S.da Traforo del Pino 102 • 10132 Torino • ITALY • Phone : +39 011 / 899 67 30, Fax : +39 011 / 899 5550
kompress@ch7.it • www.ch-7helicopter.com

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
280	450/500	6.28	0.18	30+34	Rotax 914	115	2	190	160	0	5	20	-	€ 90 460	-

CH7 KOMPRESS CHARLIE 2



CH-7 HELI-SPORT

The CH77 Ranabot comes from a company with 20 years experience in light helicopter engineering and has been designed to conform to the latest regulations as well as to take advantage of the proposed new microlight helicopter sector. With wide side-by-side seating combined with excellent comfort, handling and performance, plus a reliable engine (a Rotax 914 tuned by EPA Power), it has a lot to offer. The Ranabot comes with a TBO of 2000 hours and boasts minimal operating costs, only some 6% higher than the company's CH7 Kompress Charlie 2 model.

CH77 RANABOT



CH-7 HELI-SPORT S.R.L. S.da Traforo del Pino 102 • 10132 Torino • ITALY • Phone : +39 011 / 899 67 30,
Fax : +39 011 / 899 5550
kompres@ch7.it • www.ch-7helicopter.com



EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
280	450/500	6.279	-	33+33	SA-R914	115	2	209	160	-	7.5	20	-	€ 95 000	-

CICARE

Auguste Cicaré is the creator of all CH-series helicopters, including models CH-1, 4, 6, 7, 12 and 14. His newest creation, the CH-7T Spirit Tandem, is a progression of the famous CH-7 and was presented for the first time at Aero 2012 in Friedrichshafen, Germany. The 275kg two-seater is powered by the 115hp turbo Rotax 914. As a 51% kit including engine and instruments it costs 98,000 euros, with ready-to-fly versions available for 125,000 euros, both prices excluding tax.

CH-7T SPIRIT TANDEM



CICARE HELICOPTEROS SA Acceso Augusto Cicaré 5300 • CP 7260 Saladillo, Pcia de Buenos Aires • ARGENTINA • Phone : +54 2344 / 45 45 48, Fax : +54 2344 / 45 45 47
info@cicare.com.ar • www.cicare.com.ar



EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
276	450/480	6.28	-	64	Rotax 914 UL	115	2	194	160	-	7	20	€ 125 000	€ 98 000	-

COAX HELICOPTERS

Developed from a US prototype which originated as long ago as 1955, this helicopter with twin contra-rotating rotors comes from a big Australian services company based in Sydney. A one-off example based on the original American design flew in 2008 and its performance convinced the company to run with the project. The aircraft is currently in prototype form.

COAX 412



COAX HELICOPTERS - WIELAND HELICOPTER Hangar 650, Drover Road • Bankstown Airport 2200 • NSW • AUSTRALIA • Phone : +61 (0)2 / 9482 5060, Fax : +61 (0)2 / 9034 4663
info@coaxhelicopters.com.au • www.coaxhelicopters.com

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-

DYNALI

Construction of this Dynali helicopter H2S is of Dural tube and welded stainless steel, with a polycarbonate fairing to protect the crew. A modified Subaru car engine provides the power. A 280kg empty weight ultralight version of the H2S with a Rotax 912S is about to hit the market. This H3 will sell ready-to-fly for 130.000 Euros, and will also be available as kit. A H3 ultralight 450 kg helicopter version of the H2S is under construction.

H2S



DYNALI HELICOPTER COMPANY 99, Avenue Thomas Edison • 1402 Thines • BELGIUM • Phone : +32 (0)67 55 29 98, Fax : +32 (0)67 84 05 31
info@dynali.com • www.dynali.com



EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
465	700	7.16	0.20	90	Subaru DS25	180	2	190	165	-	6.5	27	-	€ 90 000	-

E-VOLO

The e-volo team in Germany had its first success with the VC1 volocopter. The proof-of-concept with 16 electric driven rotors flew on October 21, 2011. Now the team is developing the VC200, a side-by-side 450kg MTOW ultralight volocopter with 18 rotors at 1.8 m diameter. First flight of the VC200 is scheduled for late 2013. It comes with fly-by-wire technology, is a fully carbon built aircraft with a cruise speed of 100 km/h with an endurance of one hour (depending on the batteries). The rotor arms are easily foldable for transport and hangar storage.

VC200



E-VOLO GMBH Östliche Rheinbrückenstr. 50, G 5415b EG R58 • 76187 Karlsruhe • GERMANY • Phone : +49 (0)721-38 48 96 07, Fax : +49 (0)721-38 48 96 08
info@e-volo.com • www.e-volo.com



EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
-	450	9.8	-	Akku	18x	-	2	100	100	0	-	-	-	-	-

FAMA

KISS 209M

The Kiss 209M from Italian producer Fama has the honour of being the only ultralight helicopter in our directory with retractable gear. There is also a more conventional version with skids – this model has a lower empty weight (288kg) and a lower price (10,000 euros cheaper) but is a little slower.



FAMA HELICOPTERS SRL Via Montegrappa, 34 A/B • 41014 Solignano di Castelvetro (Modena) • ITALY •
Phone : +39 059 / 797252, Fax : +39 059 / 748073
info@famahelicopters.com • www.famahelicopters.com

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
308	-	7.70	-	150	Titan Turbine	162	2	195	185	-	11	50	€ 160 000	-	-

GEN CORPORATION

GEN H-4

This unique design is now in production. Contra-rotating fixed-blade rotors have no articulation in any direction, rate of climb or descent being controlled by the throttle. You steer by moving the handle, like a weight-shift aircraft. Yaw is controlled by differential electric braking of one or other rotor, an electronic gyroscope controlling this hypersensitive axis. Four small independent twin-cylinder two-stroke engines ensure redundancy.



GEN CORPORATION 5652-83 Sasaga, Matsumoto-shi • Nagano-ken 399-0033 • JAPAN • Phone : +81 (0)263 / 26 1212, Fax : +81 (0)263 / 26 0757
aviation@gen-corp.jp • www.gen-corp.jp



EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
70	220	4	-	19	4 x Gen 125-F	4 x 10	1	200	100	0	4	18	-	\$ 59 500	-

HELI AIR DESIGN

HELINEO MK1

The maiden flight of the Helineo Mk1 happened in April 2012. The three-bladed French helicopter is powered by a 160 hp Solar T62-T32 turbine. The 370 kg empty weight helicopter is still being tested and shall be certified for a max. takeoff weight of 700 kg. Cruise speed is up to 200 km/h.



HELI AIR DESIGN HAD Aéroport Metz Nancy, Rte de Vigny • 57420 Goin • FRANCE • Phone : +33 (0)3 82 59 19 86, Fax : +33 (0)3 82 58 29 35
direction@heliairdesign.com • <http://heliairdesign.com>

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
370	700	8	-	-	Solar T62-T32	160	1+1	200	-	-	-	-	-	-	-

HELICOPTERES GUIMBAL

CABRI G2

Conceived and developed by an engineer from Eurocopter, the Cabri already holds several world records. One of the most modern two-seaters on the market, it uses a semi-rigid three-blade main rotor, fully articulated on elastomeric bearings, a Fenestron tail rotor and a carbon composite structure. It received its European certification in 2007 and reached production in 2008.



HELICOPTERES GUIMBAL SA 1070 Rue du Lieutenant Parayre, Aérodrome d'Aix-en-Provence • 13290 Les Milles • FRANCE • Phone : +33 (0)4 42 39 10 80, Fax : +33 (0)4 42 39 10 82
infos@guimbal.com • www.guimbal.com/

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
420	700	7.2	0.18	170	Lycoming O360-J2A	145	2	185	165	-	-	-	-	-	-

HELIPARK

HPC 450

The German Chinese Company Helipark presented their new ultralight helicopter HPC 450 first time at the AERO 2013. The elegant side-by-side two seater has a max take-off weight of 450 or 600 kg respectively and is powered by a 150 hp engine UL Power 350 iS. The range is 450 km with the standard 80 l tank. Vne is 180 km/h. The HPC 450 is developed in Germany and manufactured in Shain Xi south of Beijing with a potential of 1000 helicopters to be produced annually.



HELIPARK GMBH Am Flugplatz 1 - Eisenach-Kindel • 99820 Hörselberg-Hainich • GERMANY • Phone : +49 (0)36920-7177-0, Fax : +49 (0)36920-717710
info@helipark.de • www.helipark.de

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
265	600	7.0	-	80	UL Power 350 iS	150	2	180	-	-	-	-	€ 180 000	-	-

HELOWERKS

The Wasp HX-2 is built around a carbon composite hull onto which are attached several assemblies, including the two-bladed teetering-type rotor head carrying the carbon blades, the transmission, the tail rotor assembly and the engine. The use of a free turbine eliminates the need for a clutch and the price includes the powerplant, a modified JFS-100-13A. There is also a piston engine version available the HX-1.

HELOWERKS 12 Shelton Road • Hampton VA 23663 • USA • Phone : +1 757 / 342 6982, Fax : +1 757 / 229 7380
pamgroup@cox.net • www.helowerks.com/

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
320	567	7.01	-	68	AirResearch JFS-100-13A	100	2	173	128	-	-	-	-	\$ 90 000	-

WASP HX-2



HUNGARO COPTER

Hungaro Copter, a affiliate of the Hungarian SteelRiders company, manufactures this single-seat kit helicopter named after the parent company. The kit comes with a tuned 135hp automotive-derived Subaru J22 engine and costs 65,000 euros including instruments. Alternatively, the 160hp Subaru EJ25 may be used. Either way, a mere 300h after you started construction, you should be looking at a completed 300kg SteelRider.

HUNGARO COPTER LTD. Kossuth Way 64 • 3351 Verpelét • HUNGARY • Phone : +36 (0)36-494 183, Fax : +36 (0)36-359 494
info@hungarocopter.hu • www.hungarocopter.hu

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
300	430	7.0	-	-	Subaro EJ22	135	1		130	-	6.5	-	-	€ 65 000	-

HUNGARO COPTER



INNOVATOR TECHNOLOGIES

The Mosquito Air is a FAR Part 23 ultralight. It is made of bolted and gusseted aluminum tubes. Its undercarriage and tailboom are made of carbonfibre. Construction and mechanics are simple but intelligent and reliable. Cyclic control is through the centre of the mast; transmission and reduction are by poly-V belt. The kit can be bought in separate parts without increasing the overall price. If buyers can supply proof of a ten hours training course with a CFI (rotor) a rebate of 2000 USD is offered off the prices ex factory California.

INNOVATOR TECHNOLOGIES INC 27 Canal Court • Rockyview, AB T1X 0H5 • Alberta • CANADA • Phone : +1 403 / 669 3101, Fax : +1 403 / 936 5423
mosquito@innovatortech.ca • www.innovatortech.ca

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
115	240	5.5	0.17	19	MZ 202	64	1	102	102	0	4	17	-	\$ 30 000	-

MOSQUITO AIR



INNOVATOR TECHNOLOGIES

The Mosquito XE is almost identical with the Air but comes fully enclosed with a monocoque composite hull. The rotor diameter was increased by 40 cm to compensate for the slight increase in weight and a more elaborate exhaust makes it possible to gain some power without loss of reliability. Standard engine is the 64 hp MZ202 from Compact Radial Engines. The XEL is the ultralight version with a 5 gallon tank. The Mosquito XE3 has a 85 hp three-cylinder MZ301 (MTOW 326 kg). The turbine version XET comes with a derated 90 hp Solar T62 turbine (MTOW 371 kg). If buyers can supply proof of a ten hours training course with a CFI (rotor) a rebate of 2000 USD is offered off the prices ex factory California.

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mosquito@innovatortech.ca • www.innovatortech.ca

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
135	280	5.95	0.17	45	MZ 202	64	1	160	130	-	4	17	-	\$ 34 000	-

MOSQUITO XE



ITALIAN ROTORS IRI

The 2 seat side-by-side helicopter T130 LE (experimental) is made of many Robinson R22 components. The T130 comes with the 160 hp Lycoming O320 but with italian design and with two separate cyclic sticks and exquisite interior. Ist range is 550km (340 miles) at 165 km/h (100 mph) and 34 l fuel flow per hour (9 Gal/h). The T130 LE costs ready to fly 157,247 Euro plus tax. With the 84 kg 140 hp IRI engine MW B22 the T130 qualifies as European Ultralight (MTOW 450 kg). IRI also offers a conversion kit for old R22 frames and Rotorssystems. The T22.1 costs 39,900 Euro.

ITALIAN ROTORS INDUSTRIES IRI Via delle Valli 44/C • 04011 Aprilia • ITALY • Phone : +39 06920095, Fax : +39 0692043637
salesoffice@irihelicopters.eu • www.irihelicopters.eu

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
320	450/480	7.6	-	100	Lycoming O320	160	2	240	180	-	3	34	€ 157 247	-	-

T130 LE



KONNER

This new helicopter K1 by Italian manufacturer Konner is powered with a Konner TK250 SHP turbine (230 hp continuous). Its great advantage is the single button operation: stop - idle - fly. The ready to fly K1 costs 300,000 Euro. Deliveries start mid 2014. During K1's first public presentation (AERO 2013), Konner sold 48 K1.

KONNER SRL Via Fratelli Solari, 18 • 33020 Amaro (UD) • ITALY • Phone : +39 0433-468234, Fax : +39 0433-94307
info@konnerhelicopters.com • www.konnerhelicopters.com



K1 HELICOPTER



EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
290	450/900	-	-	140	TK-250	230	2	250	210	-	12	-	€ 300 000	-	-

LAE HELICOPTERS

The Ultraspport 496T helicopter is an experimental class helicopter that is now available with an optional turbine retrofit powerplant produced by L.A.E. based in Cyprus. The turbine engine is a solar T62 T32, manufactured as a true helicopter engine which never came to fruition and is now used by L.A.E. for this application. It is rated at 160 HP continuous power, giving the ultraspport 496T an exceptional power to weight ratio.

LAE HELICOPTERS CYPRUS 202 Minda Hareklea, W. Shakespear Rd • 6027 Larnaca • CYPRUS • Phone : +357 (0)96 89 48 38, Fax : +357 (0)24 63 12 82
info@laehelicopterscyprus.com • www.laehelicopterscyprus.com



ULTRASPORT 496T



EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
260	450	-	-	-	T62	160	2	-	-	-	-	-	-	-	-

LCA HELICOPTER

Helicopter first seen at the French homebuilders' show in Blois, the LH212 Delta is a very sturdy two-place microlight helicopter that is easy to fly. Its 115hp turbocharged Rotax 914 gives ample power, enough to take it to a service ceiling of 5000ft.

LCA SRL Via Santa Giustina in Colle, 45 • 36040 Monticello Di Fara Vicentino • VI • ITALY • Phone : +39 347 4367701
info@lcahelicopter.com • www.lcahelicopter.com



LH212 DELTA



EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
279	450	6.68	-	65	Rotax 914	115	2	200	160	-	7,5	-	€ 132 000	-	-

MARTIN

Not many sport aircraft make the cover of Time magazine but Glenn Martin's Jetpack is one – back in 2008 when the Jetpack was first shown at Oskosh. Lift comes from two downward-facing ducted fans and in the US it counts as an ultralight on account of its empty weight of less than 113kg. The fan blades are made from carbon/Kevlar composite and powered by a Martin's own 2 litre V4 two-stroke developing 200hp. The pilot controls the altitude with a motorcycle-style twistgrip in the right hand, while with the left hand he steers the carbon rudder located in the propwash. Deliveries scheduled to start mid 2014.

MARTIN AIRCRAFT COMPANY 46 Curries Road • Christchurch • NEW ZEALAND • Phone : +64 (0)3 / 377 8584, Fax : +64 (0)3 / 982 4614
gmm@clear.net.nz • www.martinjetpack.com/

MARTIN JETPACK



EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
115	242	0.52	1	19	Martin V4 2-stroke	200	1	-	-	-	-	38	\$ 100 000	-	-

MILLENNIUM HELICOPTER

The many owners of the Mini-500 helicopter of the original manufacturer Revolution Helicopters Inc, Excelsior Springs, Missouri, will be pleased to learn that Millennium Helicopter is now able to supply parts and technical support, following the airworthiness approval of their own version of the aircraft. The new MH-1 is in every respect similar to the old Mini but has all the improvements proposed for the original manufacturer's product, plus others developed by Millennium.

MILLENNIUM HELICOPTER LLC • USA • Phone : +1 501 / 350 1627

Info@Millenniumhelicopters.com • www.millenniumhelicopters.com

MH-1



EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
271	498	5.84	0,203	-	Fuel injection	130	1	213	-	-	-	-	-	-	-

ROBINSON

R 22 BETA II

In November 2011 Robinson had produced its 10.000 th helicopter. With more than 5000 examples sold, the R 22 is without doubt the most popular entry-level two seat helicopter in the world. The generous time between overhauls for all wearing parts keeps maintenance costs (currently \$100,000 for a 2200h overhaul) to a minimum. On all modern examples a governor controls the engine speed to reduce the pilot's workload.



ROBINSON HELICOPTER CO 2901 Airport Drive • Torrance CA 90505 • USA • Phone : +1 310 / 539 0508,
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sales@robinsonheli.com • www.robinsonheli.com

EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
387	620	7.67	-	72 + 39	Lycoming O-360-J2A	131	2	193	180	-	5	34	\$ 265 000	-	-

ROBINSON

R 44 RAVEN I

By sticking to the design philosophy which made the R 22 such a success, Robinson created a piston engined four-seater with turbine-like performance – and at a fraction of the price. The Raven II is an upgraded Raven I with improved rotor design and a slightly more powerful engine giving an increased payload. There's also an IFR-certified trainer version of the aircraft, which offers a route to an IFR licence at a fraction of the hourly rate for a turbine-powered machine.



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EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
682	1132	10.06	-	115 + 69	Lycoming IO-540	245	4	-	216	-	5	-	\$ 355 000	-	-

ROBINSON

R 66 TURBINE

Identical in size to its predecessor, the R 44, this turbine version has an additional fuel reserve that allows a significant increase in the service ceiling. Interior comfort has been improved with leather trim and a large rear luggage container. Moreover, there are five seats – the first such configuration in the company's history. Power comes from a turbine specially developed for Robinson by Rolls Royce. The R 66 received FAA approval in October 2010.



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EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
580	1223	10.06	-	278	Rolls Royce RR 300		5	-	222	-	5	102	\$ 814 000	-	-

ROTORWAY INTERNATIONAL

A600 TALON

Though little different at first glance, under the skin this is a very different aircraft to the Exec which it replaces. The tail rotor is now shaft driven. Taller and longer skids are fitted and an in-house turbo engine conversion has been installed to improve high-altitude performance. A normally aspirated version is also available.



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EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
438	680	7.6	-	64	RI 600N	147	2	180	160	-	5	30	-	\$ 97 700	-

SAFARI

SAFARI 400

Ever fancied being a MASH pilot? The Safari looks just like the Bell 47 and indeed uses the same windscreen. The vertically mounted four-cylinder engine is fitted with a crankshaft-mounted fan and centrifugal clutch, and drives the primary reduction box which consists of one stage of helical gears that also act as an oil pump. The Safari has CNSK status in France and comes as a kit with all the components, including engine and instruments.



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EW	MTOW	DR	CR	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
454	748	7.92	0.20	106	Lycoming O-320	160	2	160	145	0	5	-	\$ 168 800	\$ 149 800	-