

# WINGS of the WORLD ENGLISH EDITION

## World Directory of Light Aviation 2013-2014



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Certified gliders**



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**Trikes**



**210**

Includes Light Sport Aircraft

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

**Certified aircraft**



**138**

**Gyrocopters  
& Helicopters**



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**Instruments**



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## Participation

It is irrefutable that the process for European pilots to convert their various national licences to an EASA one has not exactly been EASA's finest hour. And it is quite astonishing that not even the regulator actually seems to know all the answers to the myriad questions. Progress has been far from smooth, and for one simple reason. EASA has sought to regulate 'process' rather than 'outcome'. Luckily, when it comes to the certification of aircraft, attempts are being made to simplify the process, with the FAA, EASA CAAC and others working on an idea where only the basic rules are set by the various Governments. It will be the aircraft manufacturers and ASTM that will create a framework to replace FAR Part 23. This process will be similar to that which created the Light Sport Aircraft category, and should make it possible to adapt rules faster to accommodate technical developments. This could reduce the cost of certification by half. However, and unlike the LSA Class – aircraft will still need a Type Certificate.

This is exactly the sort of initiative the GA aircraft industry needs as reducing the costs and complexity of certification could rejuvenate the industry. Will it work? It's certainly worth trying.

**Dave Unwin and Marino Boric**



Formerly the editor of *Today's Pilot magazine*, Dave Unwin is currently *Pilot magazine's* Flight Test editor. He has been flying for 28 years, and has around 4,500 hours in about 275 different types, ranging from antique gliders and vintage biplanes via seaplanes, skiplanes and sailplanes to modern turbo-props and jet fighters.



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														Picture of the model			
EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert				

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

« WA »  
Wing area  
square metres  
(1m<sup>2</sup> = 10.28ft<sup>2</sup>)

« 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))

« Assembled »  
Assembled price  
Excluding local and  
national taxes

« Plan »  
Plan price  
Excluding local and  
national taxes

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

« WS »  
Wing span  
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)

« Cert »  
Certification

« Kit »  
Prix kit hors taxe  
Excluding local and  
national taxes

## AMERICAN CHAMPION

The latest incarnation of the popular Super Decathlon line, the 8KCAB closely follows the original 1978 design. Aerobatic to +6/-5g, this taildragger classic was built around a metal tubular fuselage and wooden wings, all of which are fabric covered. This changed in 1990 when American Champion Aircraft redesigned and certified the structure with aluminum spars. This change is the core difference between new aircraft and older models (1980 and older). Also available from this manufacturer are the Champ, Aurora, Adventure, Scout, and the Citabria Explorer.

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## 8KCAB SUPER DECATHLON



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
608	816	15.71	9.75	151	Lycoming AEIO-360-H1B	180	2	321	237	86	6.50	-	-	\$ 155 900	-	-

## AQUILA AVIATION

Aquila from Schönhagen/Germany presented the modernized and face-lifted version of its A210 airplane called A211 during Aero 2013. The A211 features a more oval engine cowling and re-designed panel and interiors. The composite two-seater is used both for training and for travel and some 200 examples have found homes so far. The A210/211 is equally at home on grass strips and tarmac. This low-wing aircraft carries JAR-VLA certification. Unlike most LSAs, it relies on a certified version of Rotax 912S to provide the thrust. In 2011 a special version called SXT for flight schools was presented.

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## AQUILA A211



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
500	750	10.50	10.30	120	Rotax 912S	100	2	305	240	81	3.81	-	-	€ 127 300	-	-

## ASIENICA

The Sukhoi enterprise is the major aircraft holding company of Russia, employing more than 29,000 people. The Su-31 is the latest development of the capable Sukhoi line of aerobatic monoplanes; it first flew in 1992 and went on to win the World Aerobatic Championships in 2001. The aircraft uses composites for more than 70% of its structure, but the centre fuselage is a welded stainless-steel truss and the undercarriage is titanium. A two-seat Su-29 is also available, the aircraft boasting almost identical performance to the single-seater.

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## SU-31M



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
760	1100	11.83	7.80	200	VOKBM M-14PF	400	1	450	330	113	-	24.00	-	-	-	-

## AVIAT AIRCRAFT

Aviat has three ranges of aircraft in its portfolio: the Husky (shown here), the Pitts (listed separately), and the Eagle (kit version of the Pitts). The Husky is conceptually based on the world famous PA-18 Super Cub, but was a completely new design when created in 1986. It was fully certified in 1987 and is marketed as suitable for «people who prefer to fly a real aeroplane». It is very much an all-purpose STOL machine, it's a taildragger built from metal and covered in fabric. We show the mainstream A-1B model here, but there's also a floatplane version and a more luxurious variant called the Husky A-1C.

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## AVIAT HUSKY A-1B



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
540	908	17.00	10.82	208	Lyc. AEIO-360-A1P	180	2	245	225	69	7.62	-	-	-	-	-

## AVIAT AIRCRAFT

The Pitts Special is part of American aviation history. The Pitts S-2C shown here is the latest incarnation of Curtis Pitts' biplane, originally designed in 1945, and offers a combination of competition-winning aerobatics allied to a reasonable touring ability. One of the most capable aerobatic biplanes available, the Pitts still draws a crowd, be it in a competition or a flying display. A kit version is available under the name Eagle II. There have been some 700 factory manufactured Pitts, plus a further 600 estimated to have been built from plans or kits in the period before 1984.

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## AVIAT PITTS S-2C



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
424	771	11.84	6.10	110	Lycoming AEIO-540	260	2	343	248	104	14.73	-	-	-	-	-

**AVIATION INDUSTRIES OF IRAN**

**AVA-202**

Based upon the Van's RV-6A kitplane, the AVA-202 has been designed primarily for the Iranian domestic market to avoid reliance on foreign imports. The aircraft first flew in 1997 and differs from the RV-6A in having a greater wingspan. It has been designed to meet JAR22 and JSAR-VLA certification.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
500	750	10.87	8.74	-	Lyc. AEIO-320-B2B	160	2	259	250	84	7.62	-	-	-	-	-

**CESSNA**

**CORVALIS TTX**

The Cessna Corvalis and Corvalis TT are derived from the Columbia 350 and 400 models, following Columbia's takeover by Cessna. Shown here is the TT, which has been vying for years with the high-end Mooneys for the title of fastest single-engined production piston aircraft. The principal difference from the standard Corvalis is the engine, which thanks to two turbos can operate at FL180 and make flights of up to 2400km. At Sun 'n Fun 2011 the company showed a new variant, the Corvalis TTX, sporting new paint, new interior, and the Intrinziec flight deck with Garmin G2000 and two 14 inch LED displays.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
1497	1633	13.0	10.97	373	Continental 550 C	310	4		435	111	7	-	FAR 23	\$ 733 950	-	-

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## CESSNA AIRCRAFT COMPANY

### 172 SKYHAWK

This aircraft is a true classic, the most popular machine in its class. Although it first appeared in 1955, the all-metal Cessna 172 remains one of the world's best-selling light aircraft, and one of the most popular trainers. Well over 43,000 have been delivered so far and the design is constantly updated. The latest 172SP models, for example, mostly have a Garmin G1000 glass cockpit; others boast a BRS recovery system. If you want to customize your aircraft further, there are countless organizations offering extras and mods. Currently the only powerplant available is the Textron Lycoming IO-360.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
754	1157	16.20	11.00	212	Lycoming AEIO-360-L2A	180	4	233	228	89	3.71	-	-	\$ 2 895 000	-	-

## CESSNA AIRCRAFT COMPANY

### T182 TURBO SKYLANE

Externally very similar to its better-known 172 brother, the Model 182, dubbed the Skylane, re-entered production in 1996. The Turbo Skylane boasts a fully automated turbocharging system, enabling it to climb higher (to 20,000 ft) and faster (1040 ft/min) than earlier 182s. As with the 172, a glass cockpit is a popular fitment. From 2012 the SMA diesel SR305-230E-C1 is the engine alternative (\$515,000).



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
917	1406	16.20	10.97	348	Lycoming TIO-540-AK1A	235	4	327	294	91	5.28	-	-	\$ 443 000	-	-

## CESSNA AIRCRAFT COMPANY

### TURBO STATIONAIR

The largest of Cessna's piston-engined singles, the Stationair resembles its stablemates but is significantly longer. Despite the size, the aircraft handles very similarly to the 172 and 182. If anything, it boasts better visibility due to the wing being slightly behind the pilot's eye-line. The turbo model with 310 hp climbs at 1050 ft/min and achieves 330 km/h maximum cruise speed.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
1043	1633	16.0	10.97	333	Lycoming TIO-540-AJ1A	310	6	330	304	102	5.33	-	-	\$ 597 500	-	-

## CIRRUS AIRCRAFT

### SR20 GTS

Cirrus is known for being an innovator in the four-seat single-engined piston aircraft market: air-conditioning, sidesticks, satellite weather systems, glass cockpits, and BRS recovery systems are just some of the features it introduced. The SR20-S shown here is the starting point of the range with 200 hp. It comes in several different colors and trims including silver and gold and is flown with a sidestick. Listed separately is the larger, more powerful SR22.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
930	1361	12.54	10.84	212	Teledyne Cont. IO-360ES	200	4	372	289	100	4.57	-	FAR 23	\$ 380 000	-	-

## CIRRUS AIRCRAFT

### SR22 G5

In 2013 Cirrus delivered the 5300th aircraft and presented the Generation 5 SR22. The biggest improvement is the 200 lb (91kg) MTOW increase. To achieve that, the Gen. 5 Cirrus has a beefed up main spar, it features a bigger CAPS parachute, and the 60/40 five-person flex-seating is standard. Top of the Cirrus range is the SR22 in GTS guise, and in particular the turbo models. Launched at AirVenture 2010, the SR22T has TCM Continental's 315hp twin-turbo intercooled TSIO-550-K engine; standard (non-turbo) engine is 310HP Continental IO-550-N. Perspective ESP, a safety and flight stability augmentation system developed by Garmin, is offered on all SR-Series aircraft from fall 2010.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
1042	1640	12.54	10.84	348	Continental IO-550-N	310	5	372	394	108	7.1	-	FAR 23	\$ 569 900	-	-

**COBALT**

**CO50 VALKYRIE**

The Cobalt CO50 is a sleek, five-seat canard aircraft, propelled by a rear-mounted engine and pusher propeller. The company was founded in 2007 in France by David Loury and operating in U.S. and Canada. The CO50 mockup was first shown at AirVenture 2010. Maximum cruise speed is calculated at 454 km/h with a 350 hp TCM TSIOF550 powerplant and cruise at 75 % power should be 407 km/h on 72 l/h. This gives a projected range of 2130 km from the 413 litre tanks. The empty weight is quoted at 850 kg, giving a useful load of 700 kg.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
850	1550	12.2	10.2	413	TCM Biturbo TSIOF550	350	5	454	407	120	6		FAR 23	\$ 645 000	-	-

**DIAMOND AIRCRAFT**

**DA20 ECLIPSE**

The DA20 is available in two versions: the DA20-A1 Katana with liquid-cooled Rotax 912 (100 hp) and the DA20-C1 Eclipse with air-cooled Continental IO-240 B3B (125 hp) for the American market. The low-wing configuration with a T-tail makes considerable use of composites for its structure. Its roots can be traced back to 1991 and the production of the Hoffman Dimona motorglider in Vienna. Diamond Aircraft later acquired the design and since 1994 it has been in series production at the company's Canadian plant in London, Ontario.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
527	800	11.60	10.84	90	TCM IO-240	125	2	298	255	83	5	21	-	-	-	-

**DIAMOND AIRCRAFT**

**DA40 NG**

Durable yet light for its size, the DA40 four-seater is made from fiberglass and carbonfiber. The aircraft, whose fuselage is also used for the twin-engined DA42, was first equipped with Centurion engine though for the US market a Lycoming IO-360 is fitted. Latest version is the DA40 NG, which is powered by the 180hp AE-300 turbodiesel manufactured by Austro Engine. At Aero 2011 a bush version dubbed Tundra Star was shown, with sturdier undercarriage, bigger tires, and smaller cooling-air intakes (for cold climates).



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
780	1200	13.50	12.00	155	Lycoming IO-360	180	4	290	275	90	5.84	38	-	-	-	-

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## DIAMOND AIRCRAFT

### DA42-VI

The new DA 42-VI was shown first time during the AERO 2012 in Germany. The four-seater will substitute long term for the venerable DA 42NG. Diamond made 21 improvements; the weight decreased by 100 Pounds and the aerodynamic of the aircraft has improved. The aerodynamic's clean-up process is especially visible on the engine cowlings and rudder. The improved performance results in a 919 ft takeoff distance (ground roll) and a substantially higher initial climb gradient. The maximum climb rate is now 1,800 fpm at sea level on minimum weight. Diamond extended the TBO of the Austro Engine AE300 diesel engines from 1000 to 1200 hours.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
1410	1900		13.55	189	2xAE300	2x180	4		353	113	9,1			-	-	-

## DIAMOND AIRCRAFT

### DA50 SUPERSTAR / MAGNUM

The DA50 first flew in 2007 and is the larger variant of the DA40. It is the company's «traveling machine», the Magnum version being equipped with a 170hp Austro Engines AE300 turbodiesel. For the US market, however, a Continental TSI0F-550J is retained, which gives this five-seat single a cruising speed of 370 km/h at the expense of higher fuel consumption. A new 260hp six-cylinder diesel/jet fuel engine is under development and is scheduled to replace the avgas powerplant in 2011.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
800	1480	13.75	11.68	280	AE 300	170	4	300	280+	-	-	24	-	-	-	-

## DIAMOND AIRCRAFT

### DA52-VII

Diamond officially presented on AERO 2012 an entirely new model, the DA52-VII Twin, which is based on the company's large cabin, single-engine DA50 aircraft. The DA50 was unofficially presented in December 2006 and first flown just before the official presentation. The new five to seven place aircraft features one of the largest cabins of the new generation of GA airplanes. It will be powered by the Austro Engine, Jet-A-burning, and a four-cylinder AE300 diesel. Production is expected to begin in 2013/2014. The DA52 is likely to be powered in the future by a turbine engine.



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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
-	2150	-	14,7	350	AE 300	2x180	5-7	-	-	-	-	-	-	-	-	-

## DORNIER-TECH

### DORNIER S-RAY 007

This high-tech seaplane with cantilever wings is powered by a Rotax 912S in pusher configuration. It has quite a heritage to live up to, as the company is owned by Iren Dornier, grandson of the famous seaplane designer Claudius Dornier, who created flying boats like the Do 24 and Do X. The aircraft will be certified in Germany in the VLA class. Approval is in progress. The kit version of the aircraft (FAA Experimental) is currently under development.



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info@dornier-tech.de • www.do-sray.com

EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
480	800	12	9	150	Rotax 914 S	100	2	205	185	68	3,8	-	-	\$ 150 000	-	-

## EAGLE AIRCRAFT - CTRM

### EAGLE 150B

A unique design with three lifting surfaces, the Eagle gets 50% of its lift from the mainplane, 40% from the large foreplane and 10% is actually created by the tailplane. This configuration makes the aircraft almost impossible to stall, as the foreplane stalls first and pitches the aircraft down before the mainplane stalls. Built almost entirely from high-density foam and composites, the wings and fuselage are Kevlar-reinforced. The aircraft boasts almost fighter-like performance and is powered by a 125hp Teledyne Continental IO-240-B7B engine. Designed in Australia, it is now manufactured in Malaysia.



**COMP TECHN RESEARCH MALAYSIA SDN BHD / EX EAGLE AIRCRAFT** Suite 19-14-3, Level 14, UOA Centre, 19 Jalang Pinang • Kuala Lumpur 50450 • MALAYSIA • Phone : +60 (0)6 / 317 4105, Fax : +60 (0)6 / 317 7213  
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EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
430	650	11.6	7.16	100	Teledyne Cont. IO-2470-B7B	125	2	309	232	80	5.36	-	-	-	-	-



## EVEKTOR

The VUT 100 Cobra/SuperCobra is an advanced high-performance, four-seater with retractable landing gear. It comes in two versions: the VUT 100-120i (Cobra) is equipped with a 200hp Lycoming IO-360-A1B6 and an MT-Propeller MTW-12, while the VUT 100-131i (SuperCobra) comes with a 315hp Lycoming IO-580-B1A and an MT-Propeller MTV-9. Both use all-metal construction and offer outstanding performance and flight characteristics. The SuperCobra is certified to CS-23/FAR-23. It offers the widest cabin in its class and is equipped as standard with a state-of-the-art glass cockpit and IFR avionics.

**EVEKTOR-AEROTECHNIK A.S.** Letecká 1384 • 686 04 Kunovice • CZECH REPUBLIC • Phone : +420 (0) 572 / 537 317, Fax : +420 (0) 572 / 537 910  
[sales@evektor.com](mailto:sales@evektor.com) • [www.evektoraircraft.com](http://www.evektoraircraft.com)

## SUPERCOBRA / COBRA



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
880	1450	13.11	10.2	340	Lycoming IO 580 B1A	315	4	375	325	103	7.6	-	FAR 23	-	-	-

## EXTRA FLUGZEUGBAU

Extra is a major player in the world of air racing and this latest incarnation of Walter Extra's aerobatic monoplane series. It began with the 1983 EA230 and introduced for the 2007 Red Bull Air Races. The EA300L is a low-winged version of the earlier mid-wing EA300, and construction consists of a fabric-covered tubular steel fuselage with a composite wing, tail, and empennage. The aircraft is equally suited to touring or competition aerobatics – for which it is cleared to +10/-10g. The range includes five tandem two-seaters (200, 300L, 300LP, 330LT, 330LC) and the single-seat 330SC, all taildraggers.

**EXTRA FLUGZEUGBAU** 1935 Fruitville Pike, #104 • Lancaster PA 17601-3996 • USA • Phone : +1 717-394-9797, Fax : +1 717-394-5106  
[jhamilton@extraaircraft.com](mailto:jhamilton@extraaircraft.com) • [www.ExtraAircraft.com](http://www.ExtraAircraft.com)

## EA300LP



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
667	950	10.70	8.00	171	Lycoming AEIO-540-L1B5	300	2	408	315	102	-	16.30	-	€ 248 000	-	-

## EXTRA FLUGZEUGBAU

This high-wing, all-composite, six-seat tourer from the drawing board of Walter Extra boasts unmistakable lines and impressive performance. The aircraft has been designed for individuals and businesses that require cross-country, high-speed, all-weather capabilities in an economical private aircraft. It features a fully-integrated glass cockpit and a pressurized cabin. The turboprop-powered EA500 (with 450hp Rolls-Royce 250-B17F/2 turbine and Honeywell fuel controller) is the only model offered, the piston-engined model (the EA400) having been discontinued.

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## EA500



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
1445	2130	14.26	11.7	468	Rolls Royce 350 B17f	450	6	450	418	107	5.44	-	-	-	-	-

## FAJR

Having first flown in 1995, Iranian domestic certification (to JAR 23 standard) was awarded to this low-wing composite aircraft in 2000 and production began the following year. Sales are reportedly strong in Iran where the aircraft is viewed as an easy-to-fly and affordable four-seat tourer.

**FAJR AVIATION & COMPOSITES INDUSTRY** Km 5 Karaj Rd • 13445 885 Tehran • IRAN • Phone : +98 (0)21 / 465 457, Fax : +98 (0)21 / 465 94 60  
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## FAJR F3



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
1100	1586	14.02	10.50	212	Lycoming AEIO-540-L1B5	270	4	370	267	104	5.24	-	-	-	-	-

## FLIGHT DESIGN

Flight Design continues to move upmarket. At the Aero 2011 it unveiled a mock-up of a new four-seat piston single called the C4. The final setup of the airplane was decided after AirVenture 2011. European approval is scheduled for 2014/2015, with US certification shortly afterwards. Continental IO-360-AF engine derated to 180 HP is the avgas/alternative fuel engine, a diesel powered version is likely.

**FLIGHT DESIGN GMBH** Sielminger Str. 51 • D-70771 L.-Echterdingen • GERMANY • Phone : +49 (0)711 / 90287-00, Fax : +49 (0)711 / 90287-99  
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## C4



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
600	1200	-	9.93	265	Continental IO-360-AF	180	4	-	296	93	-	-	-	\$ 250 000	-	-

## FLY-FAN

Thanks to its kevlar and carbon construction, designer Frantisek Sustek reckons the twin-engined Shark should achieve the same performance as a traditionally built aircraft with 30% more power. Rollout was in February 2009 in Slovakia. Tests are now in progress.

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## SHARK



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
850	1440	16	11.60	-	2 Lycoming O-320 D1a	2x160	4+1	330	280	98	10.6 / 160	-	-	-	-	-

## FOUND AIR

The Bush Hawk utility aircraft first flew in 1962 but was converted to IO-540 power in 1996 and developed into the FBA-2C2 Bush Hawk-XP. That aircraft achieved FAA certification in March 2000 and was produced from 2000 to 2007, when it was replaced by the Expedition E350 and the Expedition E350XC. The aircraft consists of an aluminum-covered steel tube front fuselage and a semi-monocoque rear, while the wings are also built of aluminum. It can be fitted with floats or skis. Options introduced for 2009 include a larger oil-cooler and a new system of seat belts for the rear passengers.

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

## FBA-2C2 BUSH HAWK-XP



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
862	1587	16.72	10.97	379	Lycoming AEIO-540-D4A5	300	6	n/a	278	97	5.69	-	-	-	-	-

## GIPPSAERO

The largest aircraft in this section, the GA8 Airvan is designed to compete with the Cessna Caravan and is fully FAR certified. Australian designed and manufactured, it's a utility aircraft engineered to meet the latest international airworthiness and safety standards as well as the demands of outback operations from unimproved strips. This high-wing, all-metal machine has a large cabin with a 952kg useful load, making it suitable for parachute drops, cargo, medevac, or general touring. It is offered in two versions – the 300hp normally aspirated GA8 detailed here and the turbocharged GA8-TC 320.

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

## GA8 AIRVAN



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
862	1814	19.32	12.37	340	Lycoming AEIO-540-K1A5	300	8	342	224	98	3.81	-	-	-	-	-

## GREAT LAKES AIRCRAFT (WACO CLASSIC)

Presented by Great Lakes at Sun 'n Fun 2011, the 2T-1A-1/2 is manufactured by WACO Classic and is a reintroduction of a fully aerobatic 180hp biplane, which has been out of production since 1980. Several changes have been made from the earlier model, such as using aluminum instead of wood for the spar, upgrading the brakes, and updating the avionics. The company announced that production will start in late summer 2011, with first deliveries expected in 2012. Production is projected to be some 10-12 airplanes per year. Our price refers to the Touring model; the Sport version costs \$20,000 more.

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## 2T-1A-1/2



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
560	820	18	8.00	-	Lycoming IO-360-B1F6	180	2	248	-	93	7	-	-	\$ 219 000	-	-

## GROB AEROSPACE/GROB AIRCRAFT

Grob started by designing composite gliders and motorgliders but then went on to produce a jet! Although 2008 was a difficult year, production resumed in April 2009, the G115 shown here being one of its major earners. This a low-wing, all-composite, aerobatic monoplane is fully JAR certified and used for training by many airforces, while also attracting good civilian sales. Its sister aircraft, the G120A, first flew in 1999 and carries both German and FAA certification. It is designed as a basic trainer with aerobatic capabilities and is constructed of carbonfiber and PVC foam. Our data refers to the G115.

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## G115 / G120



EW	MTOW	WA	WS	TC	Eng	HP	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
670	990	12.21	10.00	150	Lycoming AEIO-360-B1F	180	2	341	185	91	4.62	-	-	-	-	-