

# WINGS of the WORLD ENGLISH EDITION

## World Directory of Light Aviation 2013-2014



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**138**

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## ULTRALIGHT GLIDERS



### The great passion

Flying an ultralight glider is reasonable and passionate at the same time. It is reasonable because of the current market offering a wide range of fine ultralight gliders. Some include motorization making them capable of self-launch, in other words independent of tow-planes and winches. Reasonable, also because they are not subject to the constraints and rules of certified aviation and therefore are much cheaper to buy and operate. Nevertheless, they offer great performance for most aeronautical claims. Often these ultralight gliders have a surprisingly good glide ratio, some up to 40. Ultralight two seat gliders clubs and flying schools can expand their offers without having to take big financial risks. World record glider pilot Klaus Ohlmann, holder of numerous world records with ultralight gliders, teaches with a Taurus, a motorized ultralight glider. He does so by conviction and passion. Gliding is always marked by great passion. Flying a certified or an ultralight glider creates and requires passion. It requires a passionate deal of time, dedication, knowledge of machine and weather, and to scarify other pleasures in order to take advantage of the best weather flying days of the year. This combination of great passion and reasonability opens the door to the most wonderful flying experience in harmony with nature.

**Noël Bertrand**



Noël Bertrand flies hang gliders, paragliders, paramotors, trikes, fixed-wing microlights, sailplanes and lightplanes. Formerly Editor-in-Chief of the French magazine *Vol Libre* (latterly *Parapente +*), he is one of WDLA's longest-established contributors, having been involved since 1993.



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									
<b>FULL NAME OF THE CONSTRUCTOR</b> Address E-mail • Homepage										Picture of the model									
« EW » Empty weight kilograms (1kg = 2.20lb)	« MTOW » Maximum all-up weight kilograms (1kg = 2.20lb)	« WA » Wing area square metres (1m <sup>2</sup> = 10.29ft <sup>2</sup> )	« 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	« Vne » Never exceed speed kilo- metres per hour (1km/h = 0.622mph)	« Vs0 » Stalling speed kilometres per hour (1km/h = 0.622mph)	« GR » GR@km/h (1km/h = 0.622mph)	« Vz min » Minimum sink rate metres per second (1m/s = 197ft/min)	« Vz max » Climb rate metre per second (1m/s = 197ft/min)	« 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		

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.

## AEROLA



Greater autonomy for the Alatus arrived with the addition of a 20hp Cors-Air, at which point the aircraft became the Alatus M. Since 2011 the Cors-Air has been joined by a new electric option, a 26hp Electraviva. It costs 42,700 euros, 10,300 euros more than the two-stroke, and offers approximately 1h 30min endurance.

The Alatus M, which complies with FAR-103, features a retractable pylon which when closed leaves only the tips of the prop exposed to minimize drag. If that's not good enough, you can quickly remove the engine entirely, to return to hardcore gliding.

**AEROLA** Tupoleva, 19 • 04128 Kiev • UKRAINE • Phone : +380 (0)44 537 21 78, Fax : +380 (0)44 443 78 85

[aerola@aerola.com.ua](mailto:aerola@aerola.com.ua) • [www.aerola.com.ua](http://www.aerola.com.ua)

## ALATUS M



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
115	235	13.2	13.1	5.5	Cors-Air M25Y ES	21	1	140	46	27 / 67	0.65 / 56	2	2.5~4.0	Fr	€ 35 700	-	-

## ALISPORT

This composite-construction aircraft with 13 m wingspan and winglets is a well established design and has become something of a reference point. With a glide ratio of 39, it offers much better performance than the basic Club version; it is also lighter. Five flap positions give the pilot plenty of options at all stages of the flight and all versions can be specified with retractable undercarriage to reduce drag. It is available in kit form or ready to fly, either unpowered or with an Alisport A302 EFI engine with single-blade propeller. The price shown here, 50,985 euros, is for the fixed undercarriage version.

**ALISPORT SRL** Via Confalonieri, 22 • 23894 Cremella (Lecco) • ITALY • Phone : +39 039 / 9212 128 , Fax : +39 039 / 9212 130

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

## SILENT 2



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
180	300	8.8	13	17	Alisport A302 EFI	28	1	220	65	39 / 90	0.60 / 85	2.5	6	DAeC	€ 51 970	€ 36 993	-

## ALISPORT

The upmarket model of the Silent range, the Targa has vertical winglets and a 13.3 m span. These help raise the glide to 40, the start point for «real» gliding, and no doubt were a factor in Stefano Ghiorzo's victory in the Italian club class in 2011. The machine can be bought unpowered or with a fuel-injected single-cylinder 28hp two-stroke, both versions being available in kit form or complete. The price shown here, 56,273 euros, is for the powered version with retractable landing gear, ready to fly but with no options.

**ALISPORT SRL** Via Confalonieri, 22 • 23894 Cremella (Lecco) • ITALY • Phone : +39 039 / 9212 128 , Fax : +39 039 / 9212 130

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

## SILENT 2 TARGA



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
185	315	8.9	13.3	-	-	-	1	220	65	40 / 90	0.60 / 85	-	6	DAeC	€ 57 480	€ 40 782	-

## ALISPORT



Since 2011 Alisport has offered this electric version of the Silent Targa. Electric power is especially suited to gliding, where powerplant endurance is less important than powerplant weight. The engine in this aircraft is an LZ Design FS of 22 kW – small enough to be mounted in the nose with its propeller folding along the fuselage, thus avoiding the complexity of a pylon. Restarting in flight is never in doubt, provided the battery can provide energy. The aircraft was certified in France on March 14, 2012 and costs 62,480 euros, ready to fly without options.

**ALISPORT SRL** Via Confalonieri, 22 • 23894 Cremella (Lecco) • ITALY • Phone : +39 039 / 9212 128 , Fax : +39 039 / 9212 130

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

## SILENT ELECTRO



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
-	-	8.9	13.3	-	Electrique	-	1	220	65	40 / 90	0.60 / 85	-	-	-	€ 63 820	-	-

## ALPAERO

Alpaero chose the flying-wing solution for its two-seater and its Choucas is now well proven, with many hours amassed both as a trainer and tourer (where its baggage capacity comes in handy). An optional forward-folding propeller aids performance, a simple, reliable solution with very little drag penalty. The standard wingspan can be extended to 15 m, which with winglets gives a glide of 26. Available ready to fly or as a kit, it uses either a 63hp MZ or a 60hp four-stroke HKS 700. The price shown, 59,980 euros, is for a ready to fly aircraft with instruments, but no options or reserve parachute.

**ALPAERO NOIN AÉRONAUTIQUE** RN 85 • 05000 Chateaufieux • FRANCE • Phone : +33 (0)4 92 54 15 04, Fax : +33 (0)4 92 54 03 04

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

## CHOUCAS



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
265	472.5	21.30	14.35	38	HKS 700	50	2	180	62	26 / 85	0.9	4	13	Fr	€ 59 980	€ 8 960	-

**ALPAERO**

**EXEL**



Alpaero proprietor Claude Noin designed the Exel for simplicity, with a fixed motor and a folding prop. Nevertheless, its glide ratio is 30, which can be raised a couple of points with the optional 14.75m wing extensions. Engine is either a four-stroke Briggs & Stratton twin or a 13.5kW Geiger electric. The latter version is dubbed Exelec and is currently being improved with a more powerful engine. Its LiFe batteries can be partially recharged by photovoltaic cells in the wings. The Exel comes as a kit or ready to fly. The price shown is for the petrol version without options or instruments.



**ALPAERO NOIN AÉRONAUTIQUE** RN 85 • 05000 Chateaufvieux • FRANCE • Phone : +33 (0)4 92 54 15 04, Fax : +33 (0)4 92 54 03 04  
[info@alpaero.com](mailto:info@alpaero.com) • [www.alpaero.com](http://www.alpaero.com)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
190	310	11.62	13.74	20	Briggs & Stratton	28	1	180	0.75	30 / 85	0.8	2.5	-	-	€ 38 400	€ 25 060	-

**ARCHAEOPTERYX**

**ARCHAEOPTERYX ELEC'TERYX**

The commercialization of this magnificent rigid-wing microlight glider began in 2010. The aircraft can be foot- or bungee-launched, auto- or aerotowed. Its finish is outstanding and the price reflects that: 58,150 euros in basic form without enclosed cockpit (6,525 euros), rescue chute (2,664 euros) or the essential trailer. The new electro engine version Elec'teryx weighs additionally 24 kg incl. batteries. Price not yet known.



**RUPPERT COMPOSITE / ARCHAEOPTERYX** Sagenrainstrasse 4 • 8636 Wald • SWITZERLAND • Phone : +41 (0) 55 246 20 55, Fax : +41 (0)55 246 20 55  
[glider@ruppert-composite.ch](mailto:glider@ruppert-composite.ch) • [www.ruppert-composite.ch](http://www.ruppert-composite.ch)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
54	-	12.8	13.6	-	-	-	-	130	30	28	0.5	-	-	-	€ 58 150	-	-

**BRANDEJS PROFE**

**BANJO MH**

The MH variant of the Banjo is the powered model, its Hirth F33 allows the Banjo to be sold in countries where the pure ultralight glider is not allowed. It uses wood and fabric for the wings and composites for the fuselage, making it easy to maintain. The engine is fixed with a belt-driven propeller than can be lowered into the fuselage through a hatch. The price is competitive for a machine offering a glide of 28.



**BRANDEJS PROFE** Lestinsk 811 • 53901 Nove Mesto • CZECH REPUBLIC • Phone : +420 (0)491 / 48 2813, Fax : +420 (0)491 / 48 2813  
[ivan.brandejs@profe.cz](mailto:ivan.brandejs@profe.cz) • [www.profe.cz/profe-producer-airplanes.html](http://www.profe.cz/profe-producer-airplanes.html)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
157	260	10.5	13.3	14	Hirth F33	25	1	135	60	27	0.86	2	-	-	€ 21 512	-	-

**BRANDEJS PROFE**

**DUO BANJO**

With a two-seat microlight glider you can soar with a friend, not to mention train a student. The Duo Banjo's tandem design is easy to fly, light to handle, and comfortable. Maintenance is simple thanks to a composite fuselage and wings of wood and fabric. The Rotax 447 remains in the fuselage when the pylon carrying the propeller and drive belt is raised. With the pylon lowered, a glide of 30 is available. The aircraft was flight tested in issue 262 of the French-language magazine Vol Moteur.



**BRANDEJS PROFE** Lestinsk 811 • 53901 Nove Mesto • CZECH REPUBLIC • Phone : +420 (0)491 / 48 2813, Fax : +420 (0)491 / 48 2813  
[ivan.brandejs@profe.cz](mailto:ivan.brandejs@profe.cz) • [www.profe.cz/profe-producer-airplanes.html](http://www.profe.cz/profe-producer-airplanes.html)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
250	460	13.86	16	175	Rotax 447	40	2	175	64	29 / 100	0.9	3	9.5	-	€ 49 580	-	-

**DANIELI TIZIANO**

**PIUMA EVOLUTION**

To enjoy this little ultralight glider with its strut-braced wings, you first have to build it. This is no hardship as the 350 euro bundle of plans is very detailed. For this you must add about 6000 euros for materials and 1000h of labor. At 70 km/h you can count on a glide of 20, all while flying an aircraft which is very gentle and pleasant to pilot. As the name suggests, it is an evolution of the original Piuma, with improved engine cowling, electric retraction of the undercarriage, and shorter chord, all to the benefit of performance.



**DANIELI TIZIANO** via dei Tamburini, 14 • 36015 Schio • ITALY • Phone : +39 0445 / 527929

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

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
150	240	10.6	11.8	-	Rotax 447	39	1	135	56	20	0.9	2.5	10	-	-	-	€ 330

## DANIELI TIZIANO

The Piuma Original was Tiziano Danieli's first design and like all his aircraft, it comes only as plans (230 euros). Thanks partly to the more slippery nose introduced in 2003, a respectable glide of 17 at 65km/h is achievable. Due to its non-retractable nosewheel and straightforward wood-and-fabric construction, it's an excellent starting point for the novice constructor, who will need about 6000 euros for materials and about 1000h of work. If two builders work side by side, the time per aircraft can be reduced, not just by constructional efficiency but also by mutual encouragement!

**DANIELI TIZIANO** via dei Tamburini, 14 • 36015 Schio • ITALY • Phone : +39 0445 / 527929

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

## PIUMA ORIGINAL



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
145	235	11.6	11.7	-	-	25	1	120	48	17 / 65	1.1	2	-	-	-	-	€ 230

## DANIELI TIZIANO

Inspired by the Evolution, this side-by-side two-seater offers a glide of over 20. Under construction at several amateur sites, including some in Italy and Germany, the Twin Evolution has its fuselage lengthened by 20cm compared to the solo machine and its span increased to 13.8m. The engine is either a 50hp Rotax 503 or a 60hp four-stroke HKS – cheaper but 10kg heavier. A DVD with 3200 pictures can be purchased for 25 euros and the plans themselves cost 500 euros. Construction takes 1200h and over 8000 euros for materials.

**DANIELI TIZIANO** via dei Tamburini, 14 • 36015 Schio • ITALY • Phone : +39 0445 / 527929

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

## PIUMA TWIN EVOLUTION



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
280	450	11.7	13.2	40	Rotax 503	52	2	170	54	21	1.1	3.6	16	-	-	-	€ 480

## DISTAR

Originally built by the now defunct Urban Air company, Distar's Lambada is a fully laminate design with a choice of taildragger or tricycle undercarriage. The optional 15m span wing ensures plenty of engine-off gliding potential and the powerful Rotax 912 provides enough grunt to allow gliders to be towed.

**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](mailto:air@distar.cz) • [www.sambaxl.com](http://www.sambaxl.com)

## UFM-13 LAMBADA



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
285	472.5	12.16	13 (15)	2 x 50	Rotax 912	80	2	200	64	27	1.1	7	2	-	€ 61 000	-	-

## EEL

Single-seater low-wing aircraft only available in plan form. The plans are on 24 A1 sheets which include modifications to the Citroen Visa engine. The large wingspan and semi-laminar profile FX 63-137 make for an economical German motorglider. Construction is an entirely fabric-covered wood.

**EEL** Andreas-Wagner-Str. 3 • 85640 Putzbrunn • GERMANY • Phone : +49 (0)89 / 460 40 26

[kontakt@eel.de](mailto:kontakt@eel.de) • [www.eel.de](http://www.eel.de)

## ULF-2



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
210	323	13.9	11	33	Citroen Visa	32	1	140	50	-	1.1	3.0	4.0	-	-	-	€ 350

## EKOLOT

Designed by Jerzy Krawczyk and originally inspired by the work of American Alex Strojnikun, the Elf is a single-seat glider powered by the new Czech Werner 360 engine, a small 35hp flat twin often used on paratrikes. In this installation it is connected to a folding propeller (but note that the engine casing in our photo is a prototype whose profile had not yet been finalized). The Elf is now available with tricycle gear and is sold as a kit for 16 000 euros, a price that varies according to the build level specified.

**EKOLOT** ul. Puzaka 18, • 38-400 Krosno • POLAND • Phone : +48 (0)13 / 4368897, Fax : +48 (0)13 / 4368897

[biuro@ekolot.pl](mailto:biuro@ekolot.pl) • [www.ekolot.pl](http://www.ekolot.pl)

## JK 01A ELF



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
115	230	10.80	11.12	15	boxer	20	1	125	42	26	0.6	2.5	4.5	-	€ 34 900	€ 16 000	-

## ELECTRAVIA



The Electro Light 2 is an ultralight motorglider with an electric drive system incorporating a very quiet propeller designed specifically for electric power. It is based on an old but popular motorglider, the Avialsa Fauconnet, retro-fitted with Electravia's electric powerplant. The latter consists of an E-Motor electric motor, a controller with charger, a quiet E-Prop, and special engine fairings optimized to reduce wind resistance and turbulence around the motor.

**ELECTRAVIA** Aérodrome de Sisteron • 04200 Vaumeilh • FRANCE • Phone : +33 (0)4 92 34 00 00, Fax : +33 (0)4 92 34 00 00  
[infos@electravia.fr](mailto:infos@electravia.fr) • [www.electravia.fr](http://www.electravia.fr)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
195	315	11.7	15	-	E-Motor GMPE 102	26	1	-	-	27/73	-	-	-	-	€ 25 500	€ 3 300	-

## ELECTROLIGHT 2



## GLIDER AIR CRAFT

A motorized derivative of the Russian AC-4 glider the AC-5 M uses an MZ-35 R giving 25hp at 6500rpm. The motor is mounted on a retractable pylon and, despite its modest output, is quite up to the job as the aircraft only weighs 175kg. When the engine is not required, it is hidden beneath doors in the fuselage, to avoid penalizing the performance unnecessarily.

**GLIDER AIR CRAFT** Bldg 16/1 Prohodikov str. • 129347 Moscow • RUSSIA • Phone : +7 (0)495 / 788-18800  
[www.glider.ru](http://www.glider.ru)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
175	300	7.7	12.6	-	MZ-35R	25	1	220	75	35/95	0.86/95	2.5	-	-	-	-	-

## AC-5 M



## JUNKERS PROFLY

In addition to the Banjo MH, Junkers offers the Banjo Duo, a tandem two-seat ultralight glider powered by a Rotax 447. The Vne is 175km/h and with the propeller retracted a glide of 30 at 100km/h can be approached. The engine is fixed in the fuselage. Fuel consumption is 9.5 l/h when cruising at 110km/h. Easy to use, solid, and comfortable, this is an ideal machine for learning gliding and offers very reasonable running costs for a two-seater. Junkers is also a major distributor of accessories and flying equipment of all kinds.

**JUNKERS PROFLY GMBH** Am Flugplatz 1 • 95326 Kulmbach • Bayern • GERMANY • Phone : +49 (0)9221 879312, Fax : +49 (0)9221 879313  
[info@junkers-profly.de](mailto:info@junkers-profly.de) • [www.junkers-profly.de](http://www.junkers-profly.de)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
250	460	13.86	16	17.5	Rotax 447	40	2	175	64	29 / 100	0.9	3	9.5	-	€ 49 580	-	-

## JUNKERS BANJO DUO



## JUNKERS PROFLY

Junkers distributes Brandejs Profé's famous Banjo in Germany and this is its own version of the machine with a strut-braced wing. It's a friendly little aircraft, its modified FX-71-L-150/30 Wortman profile helping it achieve a glide of 28. The Hirth F33 engine is fuselage mounted at the base of the pylon, driving the propeller by belt. Accessible, simple, easy to pilot, and inexpensive to maintain, the Banjo MH costs 21,512 euros, a price which is unchanged from 2011. That figure includes basic instrumentation but no parachute or radio. Junkers also distributes the Alisport Silent.

**JUNKERS PROFLY GMBH** Am Flugplatz 1 • 95326 Kulmbach • Bayern • GERMANY • Phone : +49 (0)9221 879312, Fax : +49 (0)9221 879313  
[info@junkers-profly.de](mailto:info@junkers-profly.de) • [www.junkers-profly.de](http://www.junkers-profly.de)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
165	260	10.5	13.3	14	Hirth F33 B	18	1	-	-	28 / 80	-	-	-	-	€ 21 512	-	-

## JUNKERS BANJO MH



## LIGHTHAWK GLIDERS

The LightHawk, whose certification is currently in progress, features a very neatly executed tail, a high-performance profile, and large control surfaces to give plenty of authority to the pilot. It is designed to operate in a wide range of conditions, including marginal lift or low speed, so owners should get plenty of value from the machine. On account of the low wing loading, the Vz is particularly interesting. Despite its low weight, it has been tested to the normal glider load factors and at the time of writing everything is checking out as it should, with approval scheduled for 2013.

**LIGHTHAWK GLIDERS** Danny Howell • • USA •

[info@glidersport.net](mailto:info@glidersport.net) • [www.glidersport.net](http://www.glidersport.net)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
68	170	12	15	-	-	-	1	-	-	35	0.36	-	-	-	-	-	-

## LIGHTHAWK



## PHOENIX AIR

When Urban Air folded, part of the team founded Phoenix Air, with Martin Stepanek handling commercial matters and one of the Urban brothers taking over design. So not surprisingly, the Phoenix is a very close cousin of the Lambada, with some improvements. Having a composite construction and very well finished, it can be taken from 15m span to 11m in one minute, creating a 240km/h microlight. It uses an 80hp or 100hp Rotax, or an HKS 700 E. Engine-off glide is 35, with an even more slippery electric version being finalized. The price includes instrumentation and parachute.

**PHOENIX AIR SRO** Pozarniku 321 • 56151 Letohrad • CZECH REPUBLIC • Phone : +420 (0)724 084 966

[storm.composites@seznam.cz](mailto:storm.composites@seznam.cz) • [www.phoenixair.cz](http://www.phoenixair.cz)

## PHOENIX



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
295	472.5	-	15	-	Rotax 912	80	2	260	65	32	0.80	-	-	-	€ 73 704	-	-

## PIPISTREL

Holder of 10 world records in the FAI under 300kg category, the Apis-Bee glider is a lightweight single-seat glider that from the wings being backwards it is similar to the company's Taurus and Sinus, with a T-tail. It is built around a composite sandwich of fiberglass, carbon, aramid epoxy matrix, honeycomb, etc. Control runs are connected automatically during rigging/derigging and the retractable landing gear has a disc brake. This is a serious competitor, an elegant device offering virtually identical performance to heavier gliders at far less cost. The price shown is for the basic configuration.

**PIPISTREL DOO AJDOVSCINA** Goriska cesta 50 a • 5270 Ajdovscina • SLOVENIA • Phone : +386 (0)5 / 366 3873, Fax : +386 (0)5 / 366 1263

[info@pipistrel.si](mailto:info@pipistrel.si) • [www.pipistrel.si](http://www.pipistrel.si)

## APIS-BEE



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
222	322.5	12.24	14.97	20	Hirth F33 BS	28	1	220	58	40 / 94	0.59	3.3	-	-	€ 58 500	-	-

## PIPISTREL

The Sinus offers the ultimate in flying versatility. This all-composite high-wing two-seater can travel at high speed thanks to its Rotax 912, while consuming little fuel, thanks to a glide of 18 at 150 km/h. Takeoff and flight efficiency are aided by a variable pitch propeller which can be feathered completely so that, engine off, the Sinus makes a perfectly respectable glider, approaching a glide of 30. There's also an SW («short wing») version which has just got CS-LSA certification, opening up the European market. The price excludes options.

**PIPISTREL DOO AJDOVSCINA** Goriska cesta 50 a • 5270 Ajdovscina • SLOVENIA • Phone : +386 (0)5 / 366 3873, Fax : +386 (0)5 / 366 1263

[info@pipistrel.si](mailto:info@pipistrel.si) • [www.pipistrel.si](http://www.pipistrel.si)

## SINUS 912



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
285	450	12.26	14.97	60/100	Rotax 912 UL	80	2	225	63	95	1.03	6.5	9.2	-	€ 75 000	-	-

## PIPISTREL

According to multiple world record holder Klaus Ohlmann, who uses them for training in France, at Serres, the Taurus is a highly successful design. The glider is comfortable, easy to pilot, has a retractable yet practical undercarriage, is easy to assemble (with automatic control connection), and beautifully finished. In the air it delivers with a glide of 41. All this is achieved at half the price of a two-seat traditional motorglider. The price of 89,500 euros represents a basic version with instruments. A parachute is not included: it costs 3800 euros extra. Taurus as a pure glider costs 69,000 Euros.

**PIPISTREL DOO AJDOVSCINA** Goriska cesta 50 a • 5270 Ajdovscina • SLOVENIA • Phone : +386 (0)5 / 366 3873, Fax : +386 (0)5 / 366 1263

[info@pipistrel.si](mailto:info@pipistrel.si) • [www.pipistrel.si](http://www.pipistrel.si)

## TAURUS



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
285	450	12.33	14.97	30	Rotax 503	53	2	225	63	41 / 107	0.70	2.9	-	-	€ 89 500	-	-

## PIPISTREL

Here's the electric version of the Taurus, the same side-by-side two-seat airframe as the petrol version but using 42 cells of lithium-ion battery, weighing 46kg, to thrust it as high as 2000m. Powerplants like this are well suited to gliding, where energy is not required continuously or reliable, and easy restart is vital. The electric version was developed as a result of the company's experience of the NASA-CAFE competition and unlike many electric variants, is offered at the same price as the petrol model.

**PIPISTREL DOO AJDOVSCINA** Goriska cesta 50 a • 5270 Ajdovscina • SLOVENIA • Phone : +386 (0)5 / 366 3873, Fax : +386 (0)5 / 366 1263

[info@pipistrel.si](mailto:info@pipistrel.si) • [www.pipistrel.si](http://www.pipistrel.si)

## TAURUS ELECTRO G2



EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
320	544	12.33	14.97	-	Sinedon	40	2	225	63	41	0.7	2.8	-	-	€ 105 500	-	-



## SONGAIRPLANE

## SONG

The Song, whose first prototype flew in 2009, is produced by the Gramex company in the Czech Republic. It was designed by Marek Ivanov with former Airport personnel Pavel Jirasek and Lubos Pajer. This very slender motor-glider of 11.2m wingspan weighs less than 120kg, thanks to a foam/fiber sandwich structure of carbon epoxy. The profile is a UAG 88-143/20 and power comes from a 20hp Bailey V5. It can be transformed into a 7.5m clipped-wing version, dubbed SW, in which guise it uses a 35hp Werner JVC 360 and is not microlight legal. The parachute is an integrated Galaxy GRS 3/270.



**SONGAIRPLANE** Zbraslavice 399 • 28521 Zbraslavice • CZECH REPUBLIC • Phone : +420 (0)777 29 111 8

[pavel.pajer@gramex.cz](mailto:pavel.pajer@gramex.cz) • [www.songairplane.com](http://www.songairplane.com)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
113	235	-	11.2	25	Bailey V5	20	1	143	-	-	-	2	3.5	-	€ 31 125	-	-

## TEST / COMP-LET

## TST-10 ATLAS

One of the first ultralight sailplanes to be series produced and marketed, the Atlas dates from 1992 and represents the genesis of the whole TST series, which have been produced by the Comp-Let company since June 2008. Originally made of wood and canvas, it is now a composite of glass/ carbon/ epoxy. Continually improved since its inception, it now offers a glide of 40, thanks to the addition of winglets.



**TEST / COMP-LET, S.R.O.** Zahradni 995 • 594 01 Velke Mezirici • CZECH REPUBLIC • Phone : +420 (0)566 / 532 960

[info@testandfly.com](mailto:info@testandfly.com) • [www.complet.sk](http://www.complet.sk)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
160	-	9.85	15	-	-	-	1	180	60	40/88	0.62	-	-	-	€ 27 000	-	-

## TEST / COMP-LET

## TST-10MB

Add an engine to the Atlas TST-10 and you get the TST-10M variant. The carbon-based fuselage and retractable landing gear are retained and the motor is also retractable, in this mode the glide performance is very similar to the free-flight model, with a glide of 40. In 2006 Josef Busek and Lenka Luthanova flew a 10M over an 800+km triangle in Namibia. The addition of an engine opens up sales in countries where the pure ultralight glider is not legal. The price shown is the same as in 2011.



**TEST / COMP-LET, S.R.O.** Zahradni 995 • 594 01 Velke Mezirici • CZECH REPUBLIC • Phone : +420 (0)566 / 532 960

[info@testandfly.com](mailto:info@testandfly.com) • [www.complet.sk](http://www.complet.sk)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
205	315	9.85	15	14	Rotax 447	40	1	180	60	40/88	0.62	-	11	-	€ 40 000	-	-

## TEST / COMP-LET

## TST-13 JUNIOR

Less a pure glider, more an ultralight with useful soaring ability, the TST-13 Junior has a fixed undercarriage and a fixed engine mounted in the nose, making it look quite different from the marque's other models. The propeller can be folded forward for soaring, helping the machine to a glide of 24 at 93km/h. The pace of the Junior is fairly typical of aircraft utilizing a swept-forward wing, a concept that keeps the pilot in the center of gravity and also gives good downward visibility.



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[info@testandfly.com](mailto:info@testandfly.com) • [www.complet.sk](http://www.complet.sk)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
200	315	10.03	15	40	Rotax 503	46	1	200	65	24/93	-	-	9	-	€ 41 000	-	-

## TEST / COMP-LET

## TST-14 BONUS

The father of all ultralight tandem two-seat gliders, the Bonus appeared in 2004 and has undergone many improvements in the intervening years. The current TST-14 Bonus sports a 17m wing and a glide of 40, while rewarding the occupants with light controls and pleasant flying characteristics. The aircraft is favored among a number of schools. A motorized version is also offered, which we list separately.



**TEST / COMP-LET, S.R.O.** Zahradni 995 • 594 01 Velke Mezirici • CZECH REPUBLIC • Phone : +420 (0)566 / 532 960

[info@testandfly.com](mailto:info@testandfly.com) • [www.complet.sk](http://www.complet.sk)

EW	MTOW	WA	WS	TC	Eng	HP	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
255	472.5	12.01	17	-	-	-	2	205	65	39/105	0.65	-	-	-	€ 33 000	-	-