

Exploring the atmosphere



Ultralight sailplanes have opened up a practical new dimension for the adherents of silent flight. Not only do they take advantage of the freedom of design and operation that exists in most parts of the world where ultralights are in general use, their designers have also made good use of the flying potential of such small, nimble aircraft.

The Alatus from Aerola, high-performance despite the fact it comes from hang gliding technology, is a good example of this new breed of gliders.

Thanks to their slow speed and manoeuvrability, ultralight sailplanes are able to stay in narrow lift zones, where their majestic big brothers will find only turbulence. Instead of covering longer distances more quickly, which has long been the ambition of glider pilots, those flying ultralight gliders have a different aim, to stay up longer in less favourable conditions.

This new attitude goes hand in hand with the increased independence offered by the lightweight sailplane. Although winch launching is still an option for a number of the aircraft in this section, the lighter your glider, the more practical it is to consider an alternative launch method, of which the most obvious is an auxiliary motor. As this need only be used for an initial gain in altitude, electric motors hold out much promise, in spite of their limited range.

If, in addition, this motor can be conveniently transported separately in the back of a car, imagine the change that this will engender in traditional sailplane operations! Gliding would no longer depend absolutely upon collective operation, instead the philosophy would be one of mutual assistance. To glider pilots, this is much more than a minor change in procedure; it's a revolution!

The ultralight sailplane: the 21st-century face of gliding.

Philippe Tisserant

> Remember! This is an international publication, so all prices exclude local and national taxes, eg VAT and sales tax.
> For a full list of abbreviations and metric / imperial conversions, see page 6.
> Manufacturers, importers and advertisers are indexed at the back of this publication.

ABBREVIATIONS

| | |
|-------|--|
| EW | Empty weight, kilograms (1kg = 2.20 lb) |
| WS | Wing span, metres (1m = 3.28ft) |
| WA | Wing area, square metres (1m ² = 10.8ft ²) |
| Cert | Certification |
| Vne | Never exceed speed, kilometres per hour (1km/h = 0.622mph) |
| Vs0 | Stalling speed, kilometres per hour (1km/h = 0.622mph) |
| Vzmin | Minimum sink rate, metres per second (1m/s = 197ft/min) |
| GR | Glide ratio |
| Price | Assembled price, unless text says otherwise |

AÉRIANE

The Swift Light PAS is now powered by a 175cc four-stroke Bailey engine. The Austrian dealer is currently working on an electric power unit, which will allow climbing to 1500-2500ft, depending on pilot's weight. This unit should be able to be recharged in 15 minutes. With the motor off, this glider is unmatched in thermals, while the addition of airbrakes has considerably simplified the landing.



Swift Light PAS

AÉRIANE

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| EW | WS | WA | Cert | Vne | Vs0 | Vzmin | GR | Price without tax |
|----|------|------|------|-----|-----|-------|----|-------------------|
| 85 | 12.7 | 12.5 | - | 120 | 37 | 0.6 | 25 | 27 400 € |

AEROLA

The Alatus is the latest evolution of what used to be called the Aeros AL12. Both partners in the project, aircraft-maker Aeros and boat-builder Aerola, have now decided to market the aircraft under the Aerola marque. The glider shows surprising low-speed abilities, and its foldable wings make it easy to carry on a car.



Alatus

AEROLA

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| EW | WS | WA | Cert | Vne | Vs0 | Vzmin | GR | Price without tax |
|----|------|------|------|-----|-------|-------|----|-------------------|
| 80 | 13.1 | 13.2 | - | 140 | 41-45 | 0.6 | 27 | 16 500 € |

AEROLA

The Alatus M is the Cors-Air motorized version of the Alatus. Adding an engine creates a microlight with a very low stall speed. The engine, mounted on a pylon, is totally retractable, so the gliding performance is just as good as the free-flight version. In fact, the entire power unit can be removed, to turn the aircraft back into a pure glider.



Alatus M

AEROLA

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| EW | WS | WA | Cert | Vne | Vs0 | Vzmin | GR | Price without tax |
|-----|------|------|------|-----|-------|-------|----|-------------------|
| 115 | 13.1 | 13.2 | - | 140 | 44-49 | 0.65 | 27 | 22 000 € |

AIR ENERGY

Air Energy develops and sells Lipo batteries for paramotors and took advantage of this technology to improve its own aircraft. As a result, post-2005 versions of the Silent AE1 are just as silent as its name suggests, but go three times as far! The price shown is for a complete powered Silent Club with radio and instruments. Those who prefer unpowered or petrol-assisted flight can buy an otherwise identical aircraft from Alisport.



AE1 Silent

AIR ENERGY

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| EW | WS | WA | Cert | Vne | Vs0 | Vzmin | GR | Price without tax |
|-----|------|----|------|-----|-----|-------|----|-------------------|
| 200 | 10.3 | 12 | - | 180 | 65 | 0.78 | 31 | 57 900 € |

AIRSPORT

The Sonata is a two-seat ultralight carbonfibre glider, powered by a Rotax 582. It features a retractable 1480mm-pitch propeller, mounted in the nose and fitted with a mechanical brake. The landing gear is also retractable. Good aerodynamics and a low wing loading make its soaring performance excellent. The flaps are electric and the glider comes with air brakes. The kit costs 18900 €, while the ready-to-fly version, with instruments and parachute, costs 48200 €.



Sonata

AIRSPORT SRO

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| EW | WS | WA | Cert | Vne | Vs0 | Vzmin | GR | Price without tax |
|-----|-------|------|------|-----|-----|-------|----|-------------------|
| 275 | 15.05 | 14.3 | - | 200 | 65 | - | 36 | 48 200 € |