



Philippe Tisserant, editor-in-chief of Vol Moteur magazine,

flies microlights, gyroplanes, gliders, lightplanes and helicopters – and in his spare time, he manages to fit in a bit of homebuilding!

Yesterday's wings – and tomorrow's

In recent years gliding has been slowly declining, but this section shows that it need not be so. In the early days of flight, gliding was of necessity the default choice of the sport pilot. Back then, designers had no alternative but to rely on their abilities as aerodynamicists. But as inexpensive reliable engines became available, the picture became blurred: designers had more freedom, pilots had more alternatives. Meanwhile the full-size glider became more and more slippery, but in the process became very specialized and lost some of its popular appeal. Now, thanks to the ultralight glider, the purity of gliding is starting to be experienced by a whole new generation of pilots, and their numbers can only increase as the exponential growth of electric power continues.

RC

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.

Short description

Name of the constructor

Address

Homepage

Full name of the constructor

E-mail

Name of the model

Section

Picture of the model

ULTRALIGHT SAILPLANES

AÉRIANE

Swift Light PAS

The Swift Light PAS is the powered version of the legendary Swift hang glider, and for the past couple of years has been powered by a 175cc four-stroke Bailey engine. For 2009, however, this is joined by a new option, developed in conjunction with the Austrian importer: an electric power unit. The Geiger electric motor gives the same climb performance as the Bailey and has around 15min endurance, enough to take the pilot to 1500-2500ft, depending on the conditions. Engine off, the Swift PAS is simply unbeatable in thermals, while the optional airbrakes have considerably simplified the landing.

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EW	WA	WS	TC	Eng	HP	MTOW	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
95	12,50	12,70	8	Bailey 175	18	191	1	191	36	24	0,85	3	2		28 900 €	-	-

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

« WA » Wing area square metres (1m² = 10.8ft²)

« WS » Wing span metres (1m = 3.28ft)

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

« Eng » Engine

« HP » Horsepower (hp)

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

« St » Number of seats

« Vne » Never exceed speed kilometres 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 metres per second (1m/s = 197ft/min)

« FC » Fuel consumption litres per hour (1 l/h = 0.264gph(US), 0.220gph(imp))

« Cert » Certification

« Assembled » Assembled price Excluding local and national taxes

« Kit » Kit price Excluding local and national taxes

« Plan » Plan price Excluding local and national taxes

ULTRALIGHT SAILPLANES

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



AEROLA

The Alatus M, the motorized version of the Alatus, is normally powered by a Cors-Air engine, but for 2009 there is a new option: an Electravia electric motor. 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. Our price refers to the petrol version: the electric aircraft costs 8300 euros more.

AEROLA

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EW	WA	WS	TC	Eng	HP	MTOW	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
115	13.2	13.1	-	Cors-Air M25Y ES	24	235	1	140	46	27	0.65	2	2	Fr	26 000 €	-	-

Alatus M



AIR ENERGY

Air Energy develops and sells lithium batteries for prototypes 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.

AIR ENERGY

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EW	WA	WS	TC	Eng	HP	MTOW	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
200	12	10.3	-	-	-	-	1	180	65	31	0.78	-	-	-	57 900 €	-	-

AE1 Silent



AIRSPORT

The Sonata is a two-seat ultralight carbonfiber 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 euros, while the ready-to-fly version, with instruments and parachute, costs 48200 euros.

AIRSPORT SRO

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airsport@seznam.cz • www.sweb.cz/airsport

EW	WA	WS	TC	Eng	HP	MTOW	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
275	14.3	15.05	-	-	65	-	2	200	65	36	-	-	-	-	48 200 €	-	-

Sonata



ALISPORT

With five flap settings to cover the entire speed range, the Silent 2 has proven itself in competition and record breaking and has become something of a reference point. This high-performance light sailplane with 13m wings differs from the Club in having an elliptical planform and removable winglets on its carbonfiber wings. These changes not only save weight but also give it a glide ratio a full eight points better than the Club. Unpowered and motorized versions are available, either ready to fly or as quick-build kits. In addition there's an electric model from Air Energy, which we list separately.

ALISPORT SRL

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EW	WA	WS	TC	Eng	HP	MTOW	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
180	8.8	13	17	Alisport A302 EFI	28	300	1	220	65	39	0.60	2.5	6	DAeC	48 268 €	36 993 €	-

Silent 2



ALISPORT

The most accomplished version of the Silent is called the Targa. The wing span is increased to 13.3m and the winglets are vertical, while the stabilizer is a bit smaller and the trim is automatic. All this gives one more glide ratio point, bringing it up to 40, enough to take it into the 'real' sailplane world. The Targa is available as a kit or ready to fly, in both motorized and unpowered versions.

ALISPORT SRL

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EW	WA	WS	TC	Eng	HP	MTOW	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
185	8.9	13.3	-	-	-	315	1	220	65	40	0.60	-	6	DAeC	53 653 €	40 782 €	-

Silent 2 Targa

