



**Philippe** Tisserant, editor-inchief of Vol Moteur magazine,

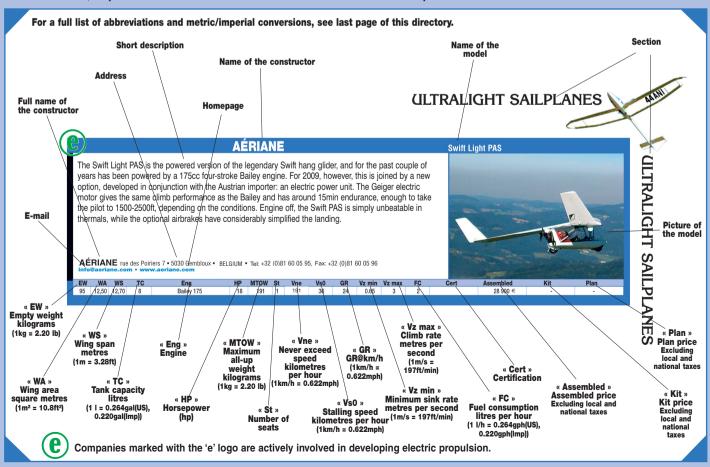
flies microlights, gyroplanes, gliders, lightplanes and helicopters - and in his spare time, he manages to fit in a bit of homebuilding!

# Yesterday's wings – and tomorrow's

n 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.

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# Manufacturers, importers and advertisers are indexed at the back of this publication.



**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



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EW WA WS TC

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Eng

Cors-Air M25Y ES

	1	AIR ENERGY
		Air Energy develops and sells lithium batteries for prototypes and took advantage of this
رو		technology to improve its own aircraft. As a result, post-2005 versions of the Silent AE1 are just as
sile	en	at as its name suggests, but go three times as far! The price shown is for a complete powered Silent
Clu	ub	with radio and instruments. Those who prefer unpowered or petrol-assisted flight can buy an

HP MTOW St Vne

**AE1 Silent** 

GR Vz min Vz max



57 900 €

AIR FNFRGY

200 12 10.3

Zollamtstrasse 10 • 52064 Aachen • GERMANY • Tel: +49 (0)241 / 408681, Fax: +49 (0)241 / 406785

info@airenergy.de • http://www.airenergy.de

otherwise identical aircraft from Alisport.

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HP MTOW St Vne Vs0 GR Vz min Vz max

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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 readyto-fly version, with instruments and parachute, costs 48200 euros.

#### ata



## AIRSPORT SRO

EW WA WS

275 14.3 15.05

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build kits. In addition there's an electric model from Air Energy, which we list separately.

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Eng

ALISPONI
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-

AL ICDADT

HP MTOW St Vne

2 200

Silent 2



### **ALISPORT SRL**

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	EW	WA	WS	TC	Eng	HP	MTOW	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled
	180	8.8	13	17	Alisport A302 EFI	28	300	1	220	65	39	0.60	2.5	6	DAeC	48 268 €
	ALISPORT														Silent 2	Targa
	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.



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E	W۱	WA	WS	TC	Eng	HP	MTOW	St	Vne	Vs0	GR	Vz min	Vz max	FC	Cert	Assembled	Kit	Plan
18	85 8	8.9	13.3	-	-	-	315	1	220	65	40	0.60	-	6	DAeC	53 653 €	40 782 €	-