



Dave Unwin is the editor of Today's Pilot magazine. He has been

flying for 25 years and holds licences and ratings for single and multi-engine aircraft, sea-planes and sailplanes. He has logged around 4000h and has flown over 200 different types, ranging from vintage gliders to modern jet fighters.

2009 - A vintage year for GA?

Despite the economic downturn this year's AERO show at Friedrichshafen showcased a vibrant industry. Although the biggest developments in GA were in avionics, there were also some fascinating new airframes - mostly from Eastern Europe - and some interesting new engines - diesels, rotaries and even a hybrid! Fuel economy is becoming very important, so not surprisingly the diesels from Austro, Centurion and SMA can all be fuelled with jet A-1. Interestingly, fewer older aircraft have been retrofitted with diesels than the pundits predicted, but that may change as 100LL becomes dearer and scarcer.

One of the most interesting developments was the hybrid engine from German manufacturer Flight Design. It consists of a 115hp turbocharged Rotax 914 and a 40hp electric engine - essentially 75% internal combustion, 25% electric. This gives a total of 155hp for 5 minutes, but weighs considerably less than a 160hp Lycoming or Continental. However, as interesting as this new engine is, it's the potential that is truly exciting, as the development of new technologies tends to be exponential, not linear. I fully expect that within two years we will see an 80hp Rotax 912 fitted with an 80hp electric motor, ie a 50/50 split. And after that, maybe even a 25/75 split, because battery technology is improving all the time.

A truly viable all-electric sportplane may be closer than many people realize!

Dave Unwin

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.

EW	WA	WS	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
350	8.3	7.55	70	Rotax 912S	100	582	2	215	230	82	3.7	19		94 300	26 000	-

Short description

This all-metal two-seater is derived from the Pottier P220 and carries European certification as a VLA. There's also an LSA version with a larger wing, which is sold in the US market under the name Gobosh 700, as detailed in our fixed-wing microlight / LSA section. The LSA version is also available in Europe as the AT4, although at present it requires a permit to fly issued by EASA.

Name of the constructor

AERO LTD

Address

Wal Miedzeszynski 844 • 03-942 Warszawa • POLAND
Tel: +48 (0) 22 616 20 87, Fax : +48 (0) 22 617 85 28
aero@post.pl • <http://www.aero.com.pl>

Homepage

<http://www.aero.com.pl>

Name of the model

CERTIFIED AIRCRAFT

AT-3 Kit

Picture of the model

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

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

« WS »
Wing span metres (1m = 3.28ft)

« Eng »
Engine

« HP »
Horsepower (hp)

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

« St »
Number of seats

« Vmax »
Maximum speed kilometres per hour (km/h)

« Vc »
Cruise speed kilometres per hour (km/h)

« Vs0 »
Stalling speed kilometres per hour (1km/h = 0.622mph)

« Vz »
Climb rate metres per second (m/s)

« 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

CERTIFIED AIRCRAFT



CERTIFIED AIRCRAFT

AERO LTD

This all-metal two-seater is derived from the Pottier P220 and carries European certification as a VLA. There's also an LSA version with a larger wing, which is sold in the US market under the name Gobosh 700, as detailed in our fixed-wing microlight / LSA section. The LSA version is also available in Europe as the AT4, although at present it requires a permit to fly issued by EASA.

AERO SP.Z O.O.

Wal Miedzyszynski 844 • 03-942 Warszawa • POLAND
Tel: +48 (0) 22 616 20 87, Fax: +48 (0) 22 617 85 28
aero@post.pl • <http://www.aero.com.pl>

EW	WA	WS	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
350	9.3	7.55	70	Rotax 912S	100	582	2	215	200	82	3.7	19	-	92 000 €	26 000 €	-

AT-3 Kit



AEROSTAR

Romania started building the Yak-52 in 1977 and today production continues for both military and civilian customers under the Iak-52 name. The Iak-52W is the 'Westernised' version with different avionics and increased fuel capacity. The company also produces the Iak-52TW taildragger that boasts a lengthened cockpit, rounded wingtips and an underslung oil radiator, in addition to the different undercarriage. Our technical data and price are valid for the IAK-52TW.

AEROSTAR S.A.

Str. Condorilor nr. 9 • 600302 Bacau • ROMANIA
Tel: +40 (0)234 / 575070, Fax: +40 (0)234 / 572259
aerostar@aerostar.ro • www.aerostar.ro

EW	WA	WS	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
990	15	9.7	280	Motorstar M-14P	400	1360	2	360	190	90	7	65	-	\$ 545 000	-	-

Aerostar Iak-52W / Iak-52TW



AMERICAN CHAMPION AIRCRAFT

The latest incarnation of the popular Super Decathlon line, the 8KCAB closely follows the original 1978 design. Aerobatic to +6/-5g, this taildragger classic is built around a metal tubular fuselage and wooden wings – all of which are fabric covered. Also available from this manufacturer are the Champ, the Scout and the Citabria Explorer.

AMERICAN CHAMPION AIRCRAFT CORP.

32032 Washington Avenue, P.O.Box 37 • Rochester WI 53167 • USA
Tel: +1 262-534 6315, Fax: +1 262-534 2395
aca-sales@tds.net • www.amerchampionaircraft.com

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

8KCAB Super Decathlon



AQUILA AVIATION

After a difficult year in 2008, Aquila is now back in business at Schönhagen aerodrome. Its A210 composite two-seater is used both for training and for travel and some 100 examples have found homes so far. The A210 can also tow gliders and is equally at home on grass strips and tarmac. This low-wing aircraft carries JAR-VLA certification and is also LSA approved. Like most LSAs, it relies on a Rotax 912S to provide the thrust.

AQUILA AVIATION BY EXCELLENCE AG

Flugplatz • 14959 Schönhagen • GERMANY
Tel: +49 (0)33731 707-0, Fax: +49 (0)33731 707-11
kontakt@aquila-aviation.de • www.aquila-aviation.de

EW	WA	WS	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
490	10.50	10.30	120	Rotax 912S	100	750	2	305	240	81	3.81	-	-	-	-	-

Aquila A210



ASIENICA

The latest development of the capable Sukhoi line of aerobatic monoplanes, the Su-31 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.

SUKHOI AIRCRAFT

a/ya 604, Utitsa Polikarpova 23A • 125284 Moskva • RUSSIA
Tel: +7 (0)95 / 941 76 87, Fax: +7 (0)95 / 945 68 06
• www.sukhoi.org

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

Su-31M

