



New Tecnam P-2008 LSA à l'AERO Fair de Friedrichshafen.



Ever since childhood, Werner Pfändler has dreamed of spreading his arms and taking off. And he still experiences this dream today, whenever he flies as a passenger or a pilot.

Flying the dream

In this section we present the fixed-wings in the ultralight, microlight and Light Sport Aircraft categories. These are all aircraft with rigid wings carrying aerodynamic controls, typically ailerons, elevator and rudder.

An ultralight is a single-seat aircraft of up to 115kg empty weight, without fuel; in the US this can be flown without certification or a pilot's license, and many other countries have similarly relaxed legislation for these very light machines. Most European countries have a microlight class, either one or two seats with a maximum take-off weight up to 472.5 kg (450kg without rescue equipment). The US has gone a slightly different route for its two-seat class, known as Light Sport Aircraft, with a maximum take-off weight of 600kg. There is currently much discussion in Europe about following suit, not with a higher weight limit for microlights but a new class called ELA (European Light Sport Aircraft) with a MTOW of 1000kg or maybe 2000kg. Time will tell.

For the moment, all that matters is that in this section are hundreds of fascinating and exciting aircraft, any one of which is capable of helping you realize your dream of flying.

Werner Pfändler



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

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	Class of regulation*	Name of the model	Section
<p>This high-wing aircraft is intended as an up-to-the-minute alternative to the C-152. Thanks to its light weight and sleek lines (it is made entirely in composite carbonfibre), the GX achieves the kind of performance traditionally reserved for certified aircraft. With low noise levels and the ability to tow, it is aimed not only at private pilots but also at schools and clubs. Following S-LSA approval in the US, the manufacturer has increased factory capacity.</p>	REMOS	REPOS AIRCRAFT GMBH Franzfelde 31 - am Flugplatz • 17309 Pasewalk • GERMANY Tél : +49 (0)3973 / 2255190, Fax : +49 (0)8442 / 96 77 email@remos.com • http://www.remos.com	http://www.remos.com	US-LSA	Remos GX	FIXED-WING MICROLIGHTS/LSA
<p>« EW » Empty weight kilograms (1kg = 2.20 lb)</p> <p>« WA » Wing area square metres (1m² = 10.8ft²)</p> <p>« WS » Wing span metres (1m = 3.28ft)</p> <p>« TC » Tank capacity litres (1 l = 0.264gal(US), 0.220gal(imp))</p> <p>« Eng » Engine</p> <p>« HP » Horsepower (hp)</p> <p>« MTOW » Maximum all-up weight kilograms (1kg = 2.20 lb)</p> <p>« St » Number of seats</p> <p>« Vmax » Maximum speed kilometres per hour (km/h)</p> <p>« Vs0 » Stalling speed kilometres per hour (1km/h = 0.622mph)</p> <p>« Vc » Cruise speed kilometres per hour (km/h)</p> <p>« Vz » Climb rate metres per second (m/s)</p> <p>« FC » Fuel consumption litres per hour (1 l/h = 0.264gph(US), 0.220gph(imp))</p> <p>« Cert » Certification</p> <p>« Assembled » Assembled price Excluding local and national taxes</p> <p>« Kit » Kit price Excluding local and national taxes</p> <p>« Plan » Plan price Excluding local and national taxes</p>						Picture of the model

* « Class of regulation » shows the lightest class of airworthiness regulation for which the aircraft is eligible. Does not necessarily indicate that certification has been achieved.

A.S.A.P.

The Chinook is a tandem two-seater in tube and fabric with a pusher engine. With its taildragger undercarriage and large wheels it is a good candidate for all-terrain flying. We list it here with a Rotax 503, but it can also take the Rotax 582, the 60hp HKS four-stroke or Rotax 912 engine. Our price is in Canadian dollars and is for a complete kit with an E-gearbox Rotax 503.

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Chinook Plus 2



EW	WA	WS	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
185	14.40	9.75	38	Rotax 503	52	407	2	135	115	51	5	9.5	-	-	\$ 23 805	-

AC MOBIL 34

The Chrysalin is entirely built in composite glassfibre / vinylester resin sandwich construction. This is one reason why its weight is quite modest, for an aircraft of its size. The wings fold very quickly for storage or trailering.

AC MOBIL 34 Aérodrome de St-Florentin • 89600 Saint-Florentin • FRANCE
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chrysalin@tiscali.fr • <http://chrysalin.free.fr/>



Chrysalin



EW	WA	WS	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
283	13.50	9.60	80	Rotax 912	80	472.5	2	190	150	62	5.25	14	-	45 750 €	26 750 €	-

ACLA

The Sirocco's reliability was demonstrated in Patrice Franceschi's first-ever tour around the world in an ultralight, back in the 1980s. Constantly improved since it was designed in 1983, 200+ Siroccos have been sold. The cockpit offers good crash safety. Very low stall speed, short take-off and landing and efficient controls all contribute to the Sirocco's appeal. The new owner of the rights, Evert Cornet, is working on a updated version with ailerons instead of spoilers. The fast build kit does not include the engine.

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Sirocco



EW	WA	WS	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
131	12.5	9	40	Rotax 447	39	250	1	120	100	50	5	5-7	-	-	10 000 €	-

ACRO

This is probably the best performing of all the microlight Flying Fleas, with perfectly clean aerodynamic lines plus a composite fuselage. The fabric-covered wooden wings are detachable in three parts for transport. It is available in kit form or ready to fly.

ACRO Aérodrome de Mâcon-Charnay • 71850 Charnay-les-Mâcon • FRANCE
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CLP



EW	WA	WS	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
280	17.6	8.5	45	Rotax 912	80	472.5	2	250	200	63	-	-	-	52 260 €	16 800 €	-

AD AEROSPACE

Originally offered ready to fly, this aircraft is now once again available, but in kit form. Of completely metal construction and offering excellent flight qualities, it was originally designed for an O 200 but this can be successfully replaced by a Jabiru 3300.

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Thorp T-211



EW	WA	WS	TC	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Cert	Assembled	Kit	Plan
350	9.7	7.6	80	Continental O-200	100	575	2	220	195	72	4	21	FAA-PFA	-	£ 15 000	-