

WINGS of the WORLD

World Directory of Light Aviation



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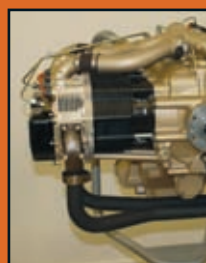


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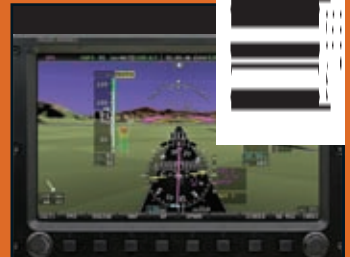
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10

Includes Light Sport Aircraft

Homebuilts



92

**Ultralight gliders
Certified gliders**



160

Trikes



210

Includes Light Sport Aircraft

World Directory of
**Light
Aviation
2013-2014**

Certified aircraft



138

**Gyrocopters
& Helicopters**



182

Instruments



244

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A Book Full of Dreams

I do not know how old the dream of human flight is, but every reader of this World Directory of Light Aviation has dreamed it once and keeps on dreaming. Sometimes we lose this fascination during the daily stress of life and realize something is missing but we do not notice what. However, if you sit back an aircraft seat after a short takeoff, not only does the Earth fall back behind you, but also a large part of your everyday problems are left behind.



Flying is certainly not an easy passion. Flying is complex, expensive, and sometimes dangerous, but like any other passion it becomes even better when you can share it with others. This becomes clear when you go flying with a child. You see the wide open eyes of a child and hear questions such as «Why is this plane flying?» and «Why must it roll first?». This takes us back to the time when flying was still a dream for us. Take non-pilots with you to the airport and your own dream will come back stronger than ever.

The World Directory can help you to discover new facets of that dream to fly. First as a dream and then as a reality because the variety of aircraft is nearly endless: fixed wing aircraft, trikes, gliders, gyrocopter, helicopter, and electric aircraft. Take the time to realize a new dream. Try a new aircraft, a new class and remember, it is not always better just because it is more expensive. I know professional pilots with thousands of hours of flight experience, which raved enthusiastically after a flight with a tiny little single-seater trike.

The legitimate question is whether such a light unknown flying “object” is as safe as the one that you can fly for years. The answer is not easy, but basically each of the aircraft on the following pages can, if properly maintained, be flown safely within its limitations. Therefore, it is obvious that a good education or training are important for safe flying. So you learn to recognize the limits and respect them, those of the aircraft and those of your own.

Here is my advice: Find your dream machine within the following 200 pages and more, then look for a suitable flight school at the end of this directory and make this new dream of flying come true for yourself.

Willi Tacke
Publisher



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concept into the versatile trike, Americans and Australians borrowed the same materials – basically aluminum tube and Dacron fabric – but applied them to traditional fixed-wing concepts. The result was a worldwide explosion of new designs which revolutionized leisure aviation, and whose positive effects are still being felt a quarter-century later. The rules surrounding them varied from country to country, as did their name: most of Europe called them microlights, the US called them ultralights, but everywhere the effect was the same: powered aviation was revitalized.

It took a long time for these developments to impact on established manufacturers of certified light aircraft. Years of restrictive legislation had stifled their market and bred a ‘can’t do’ attitude, with designs scarcely changing from one decade to the next. Moreover, lightplane makers could point with some justification to the tendency of some early microlight manufacturers to let their customers act as test pilots, something which they, vulnerable to product liability lawsuits in a way that cottage-industry microlight manufacturers were not, dare not risk.

Another factor was that, although microlight airworthiness standards were gradually being established, their application was patchy and largely restricted to Europe, where a microlight could have one or two seats. By contrast, its US equivalent, the ultralight, was only permitted to have one.

Adding a second took it into a legal semi-limbo which did nothing to encourage lightplane makers to get involved.

Eventually, the FAA in the US resolved this confusion by creating the highly successful Light Sport Aircraft category. The latter became fully operational in 2008 and takes the European two-seat microlight concept, expands it a little by permitting empty weights up to 600kg (microlight maximum is 450kg), and administers it through a type-acceptance system similar to that already used by some European countries, including the UK.

At last US lightplane pilots could downsize with confidence. Suddenly, a top-of-the-range European microlight, perhaps beefed up with a bigger engine and stronger undercarriage, looked a credible rival for the traditional lightplane – cheaper to buy, cheaper to run, nicer to fly. Lightplane makers have been forced to react, both by producing LSA models themselves, and by improving their own certified aircraft.

It’s all a long way from a bunch of ‘aviation hippies’ having fun with a makeshift glider on the Californian sand dunes. But the hang gliding pioneers threw a pebble into a stagnant pond. And not only are the ripples continuing to spread, the waters seem to have taken on a new life of their own. ■

The editors

Welcome!

Welcome to the 19th annual edition of World Directory of Leisure Aviation (WDLA). Together with its sister publication World Directory of Free-Flight (WDFE), launched in 2009, it has become the default point of reference for aircraft which fly for fun. If you want to know which flying machine to buy, or simply want to understand a little more about the wonderful world of air sport, these directories are the place to start. They are produced every year by a multinational team of aviation professionals and published by the franco-german company Flying-Pages Europe, in conjunction with the EAA in the US and (for WDLA only), Evergo Media in China.

WDLA is specifically for fixedwing ultralights and LSA aircraft, plus homebuilts, certified aircraft, ultralight gliders, certified gliders, gyrocopters, light helicopters and trikes. It

is published in English, French, German and Chinese and is divided into sections, one for each breed of aircraft, with additional sections covering services, equipment and accessories. WDFE has a similar structure and covers paragliders and other footlaunch and related aircraft, including hang gliders, powered hang gliders, paramotors, paratrikes and foot-launched ultralight gliders. It is published in English, French and German.

Within each section the coverage is alphabetical, in order of the trading name of the manufacturer. Technical data is provided for each machine, along with photos, prices, contact details and a text describing each constructor’s range or in some cases each individual model. At the start of each section is brief discussion of the recent developments in that sector of aviation, plus a summary of the abbreviations

used. There is a more comprehensive listing of nomenclature at the back of the book.

All data in metric units are prices are quoted in Euros, US Dollars or Pounds Sterling. Where the currency quoted is not that of the manufacturing country, the price may have come via an importer (these are listed towards the end of the publication). Remember that all prices are pre-tax and that delivery charges are usually extra.


We have worked hard to make WDLA as complete and comprehensive as possible, but there is always room for improvement. If you find something wrong, tell us. Go to our online database at <www.widola.com> or get in touch via the contact details on page 3. Like WDLA, we are at your service.

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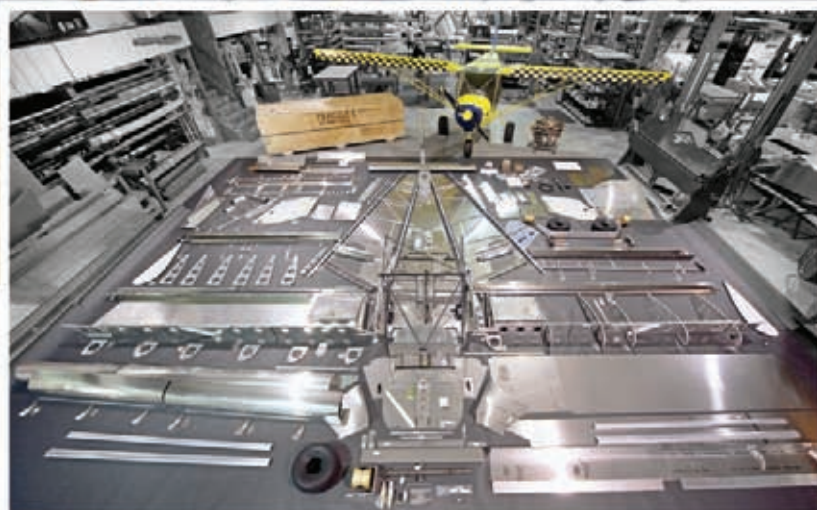
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