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LIGHT AIRCRAFT NEWS

MAY 2015

MARKET REPORT CUBCRAFTERS and VAN's Strong 2014 Figures

- Top 2014 LSA Sales Numbers



Van's RV-12.

Sales of light sport aircraft in the U.S. for 2014 totalled 199, according to numbers compiled and released this week by the Light Aircraft Manufacturers Association. CubCrafters took first place, with 50 airplanes, and Van's Aircraft took second place for the year, with 26 copies of its factory-built RV-12 sold.

Other top sellers for the year include Progressive Aerodyne's Searey, Flight Design's CTLSi, and Tecnam's P92. In terms of overall market share, Flight Design continues to rank first, with a total of 372 aircraft sold, or 13.4 percent of the fleet, and CubCrafters takes second place, with 326 aircraft

delivered. The numbers are based on an analysis of FAA registration data.

Among the highlights in this year's report is the performance of the Searey amphibian SLSA, with 19 registered in 2014, in its first year of deliveries. "Over many years this company has delivered more than 600 kit versions of its amphib," wrote LAMA President Dan Johnson at his LSA blog. "They won FAA audit approval to make SLSA models in late 2013 and went right to work filling demand. They've also won Chinese TDA approval and may break into that market, which many expect to explode."

Total sales for the sector have been up and down, with a total of 259 LSA deliveries in 2012. Johnson points out however that the numbers reflect only the USA market, and he estimates the total fleet deliveries worldwide for LSA in 2014 at about 3,000.



CubCrafters popular aircraft.

NEW AIRCRAFT PROAIRSPORT'S Hybrid Microlight Aeroplane



The UK company ProAirsport, has created a hybrid microlight aeroplane that combines a microlight and a glider. The plane's wheels are electric so it can taxi on the ground into a landing or starting position, and it has jet turbine engines to allow it to take off, go upwards and then cruise at its desired altitude.

Once it has achieved flight, the craft's engines can be switched off and then it works as a glider or microlight aircraft. The difference is that this new craft is not typical of other kinds

of gliders or microlights because it doesn't have a propeller. The new experimental aircraft is called the GloW.

The main draw of the microlight or glider type of craft is that they must be easy to rig, as well as simple to fly and get it all going in 15 minutes as the standard. The GloW aircraft fits the bill for those requirements. Its creators say that the GloW is meant to be a recreational type of craft that was designed to be a cross between the glider and a microlight. It is a self-launching glider, but with the addition of the small jet turbine engines and the small electric motors.

The inventors say that all of this will help keep the

cost of the GloW craft lower and so they hope more people can eventually own one. However, even though this is one of the expected advantages of the GloW craft, there has yet to be a price determined to sell it. The company hopes to eventually offer it to the US market as well as the UK market.

Instead of the higher costs of a carbon fiber material, the GloW aircraft's airframe is constructed of a glass and epoxy composite. This is part of what holds down its cost and makes it so lightweight.

The new aircraft's design comes as the UK Civil Aviation Authority is deregulating one class of microlight aircraft. This deregulation includes all single seat aircraft that have a maximum takeoff weight of lower than 300 kilograms or 660 pounds, as well as a stall speed of less than 35 knots.

The GloW aircraft meets those standards and also there is no preliminary certification for airworthiness needed or any sort of inspection that is mandatory. Any pilot certified and having a self-launching motor glider-type of flying license is allowed to fly the GloW aircraft.

The GloW should have an extended range of travel since it can operate as either a glider or microlight aircraft. Being able to travel with the power off helps to accomplish these facts. Normal gliders can usually go hundreds of miles and stay in the air for up to 10 hours if they have the right air conditions. Having an engine should allow the GloW to do better than these standards.

ProAirsport is presently constructing two versions of this GloW demonstration aircraft; one will be for the UK market and one for the US market. They expect inaugural flights to take place by September or October of 2015.

■ More information visit - www.proairsport.com and to read more visit - <http://bit.ly/1F5NpW>

AVIONICS GARMIN'S Safety Enhancing ESP-X for G3X Autopilot Servo



- Garmin® Brings Safety Enhancing Electronic Stability and Protection To G3X™ And G3X Touch Systems That Utilize Garmin Autopilot

In mid-March, Garmin announced the availability of Electronic Stability and Protection (ESP-X) technology for aircraft using Garmin's G3X autopilot servos. This electronic monitoring and stability augmentation system works to assist the pilot in maintaining the aircraft in a stable flight condition.



G3X Touch ESP Nose-high.

Available for the first time in this market, ESP-X functions independently of Garmin's G3X autopilot system and works in the background to provide an extra envelope of protection to help avoid inadver-

tent flight attitudes and provide airspeed protection while the pilot is hand-flying the aircraft.

"Until today, the safety benefits offered by electronic stability protection have not been available to the experimental and light sport market and we are thrilled to now provide this technology to our loyal G3X and G3X Touch customers," said Carl Wolf, vice president of aviation sales and marketing. "Garmin ESP-X brings a new level of capability and layer of protection to customers flying with our autopilot and we are excited to be the first to bring this technology to this market, which at one time was only available on certified aircraft."

■ Garmin ESP-X is available as a software update at no cost for customers with G3X and G3X Touch flight display systems with Garmin's integrated autopilot. For additional information or to download this software upgrade, visit - www.garmin.com/experimental
■ More information visit - www.garmin.com



G3X Touch ESP Nose-down.