

Special Board Meeting - Aircraft Acquisition

Cessna 172

Pros:

- It's familiar (very few unknowns)
- It's ubiquitous ("the most common trainer in the world")
- Every mechanic can work on it

Cons:

- Skyhawks are currently terribly overpriced (it's a complete seller's market,) and decent ones sell fast.
- Our procurement process makes finding a good Skyhawk, and securing it, near impossible.
- Therefore, we will only get bids on aircraft that can't sell traditionally (for a reason.)
- We will either get no airplane bids, or bottom of the barrel airplanes.

Pipistrel Sinus/Virus

Pros:

- For the same price as (or less than) a 1970's Skyhawk, we can buy an airplane from the 2000's.
- They are modern, and look modern (no 1970's instruments, plastic, interior, paint. No 10,000 hr airframes, or 50 yr old wiring.)
- Pipistrel can be registered as either gliders or airplanes. We could add LSA airplane and LSA glider to our program's certification options.
- Students could solo in the glider aircraft @ 14yo (LSA glider/LSA airplane are identical,) and get an LSA Glider Pilot Certificate @ 15yo. At 16 yo they could convert to their airplane ratings, but they are already familiar with the aircraft (virtually identical) and already know how to fly it. So, we provide more flight experience at younger ages, and there would be less bottle-necking as they get older.
- Students who have a difficult time getting a 3rd class medical (ADHD, anxiety/depression, etc.) could get a Sport's Pilot's Certificate.
- Pipistrel's burn 2.6 gal/hr (c/w 8 gal/hr for the 172.) They can also use Auto Fuel (>87 octane, <10% ethanol.) This could cut our fuel costs by 300% if we use Avgas and 600% if we use auto gas.
- No other LSA is as efficient - Pipistrel aircraft are called "the most efficient piston aircraft ever built." Plane & Pilot Mag calls it a "Prius With Wings" / Consistently wins NASA's annual aircraft efficiency competitions
- Engine overhauls are \$12k, c/w \$40k for a 172 (TBO 2000 hrs - we put 1000 hrs on our 172 engine in the past 3 yrs.)
- The Pipistrel systems are more sophisticated and modern - fuel injected, dual electronic ignition, auto mixture control, carb heat isn't necessary, fuel reserve tanks to provide fuel to engine during prolonged slips, fuel quantity/flow indicators, engine monitoring, etc. (like a modern day Lexus vs a 1970's Toyota Corolla.)
- Pipistrel has an excellent reputation among LSA aircraft. Mesa bought 29 (with the option to buy 74 more) for their Pilot Development Program.
- BPS (Ballistic Parachute System) comes standard (in some) or as an option (in others)
- Textron (who owns Cessna, Piper, and Bell aircraft,) acquired Pipistrel. This could be good (the company isn't going to go bankrupt,) or bad (if Textron gets tired of it's new pet project.)

Cons:

- It's unfamiliar (going from a known to a relative unknown.)
- It's light (it'll feel more turbulence on bumpy day than a 172.)
- Some A&P's don't work on composite airframes/rotax engines
- Parts are readily available, but less ubiquitous as parts for 172s

PIPISTREL 

BY TEXTRON AVIATION



SINUS

Four Aircraft in One

Is it a Glider, fast efficient cross country cruiser, versatile trainer or flexible aircraft solution? Sinus is the ultimate in flexibility available to transform from a motor glider into a fast, cross-country aircraft in minutes.

The Sinus combines the true sense of a glider with unprecedented efficiency during powered flight. Take off and land on short runways, fly cross-country and enjoy excellent gliding capability. All in the same aircraft.

Fuel Efficient and Outstanding Range

Pipistrel's Sinus range of aircraft are record-breaking aircraft thanks to its aerodynamic efficiencies while operating at less than 10 liters of fuel per hour. With long range fuel tanks, you can go further.

Excellent Gliding Performance

Powered by imagination and innovation, the 15-meter wings and up to 27:1 Glide ratio when the propeller is feathered allows you to enjoy countless hours flying in the thermals without burning a drop of fuel. Of course when needed, you can always turn the engine on to extend the range.

SAFETY AS STANDARD

Safety cockpit designed with energy absorbing structures made from Kevlar fibre, matched with the optional ballistic parachute recovery system, safety really does come as standard.

LUXURIOUS AND RELIABLE

With over 30 years of experience manufacturing aircraft and with a worldwide fleet of more than 2,500 aircraft worldwide, Sinus Max has been designed and tested to ensure the aircraft performs to its best, always. Low operating costs and excellent reliability provides endless flight possibilities.

As for comfort and luxury, the wide spacious cabin available with an optional leather interior will make you feel right at home. The Sinus Max can be customised to meet with your own personal flying desires.





TECHNICAL DATA

SINUS

Performance

	Sinus UL	Sinus MAX
Takeoff 50' Obstacle (MTOW)	232 m (760 ft)	400 m (1312 ft)
Max Climb Rate At Vy	1240 fpm (6.3 m/s)	866 fpm (4.4 m/s)
Cruise Speed @7500 ft @5000 rpm	108 ktas	100 ktas
Best Range @5000 RPM 12.1 l/h	475 nm 60 L 831 nm 100 L	440 nm 60 L tanks 770 nm 100 L tanks
Endurance @5000 RPM	4.4 h 60 L tanks 7.7 h 100 L tanks	4.4 h 60L tanks 7.7 h 100L tanks
Stall Speed w/flaps	<i>Pipistrel pitot:</i> Vs0 31 kias / Vs 33 kias <i>Garmin/Dynon pitot:</i> Vs0 38 kias / Vs 43 kias	<i>Garmin/Dynon pitot:</i> Vs0 40 kias Vs 45 kias
Best Glide	27:1	23:1
Glide at 150 kph	N/A	N/A

Powerplant

Engine Manufacturer	Rotax	Rotax
Engine Model	912 UL (80 hp)	912 UL (80 hp)
Max Take-off power	80 hp (60 kW)	80 hp (60 kW)
Max Fuel Capacity	100 L or 60 L	100 L or 60 L

Weights

Max Take-off Weight	472.5 kg	600 kg
Typical Empty Weight*	292 kg	325 kg
Useful Load	258 kg	275 kg

Dimensions

Wingspan	14.97 m	14.97 m
Length	6.5 m	6.5 m
Height	1.82 m TW / 2.06 m NW	1.82 m TW / 2.06 m NW
Max Occupants	2	2

*Typically equipped
empty weight

Pipistrel reserves the right
to revise this data
whenever occasioned by
product improvement/
authority regulations or
other good causes

PIPISTREL
BY DESIGN AVIATION

Pipistrel D.O.O.
Goriška Cesta 50a
SI - 5270 Ajdovščina
Slovenia

pipistrel-aircraft.com

For more information on the
Sinus and Pipistrel Aviation,
scan this QR code

