

Pipistrel introduces a fully equipped training aircraft for around NZ\$100,000*

* subject to the NZ\$ to Euro exchange rate - plus shipping & GST (if any)

In keeping with Pipistrel's tradition of continuing evolution, quality, high tech manufacturing and now most importantly a fantastic price, Pipistrel is proud to announce the release of our new aircraft, the Pipistrel ALPHA TRAINER.

The name "Pipistrel ALPHA TRAINER" describes the exact purpose of this exciting new aircraft which can be operated as a Microlight or Light Sport Aircraft.

The aircraft has been designed with the "essence of training" as its primary design goal; training has to start somewhere, just like the modern alphabet starts with the letter "A" this new aircraft bears the name ALPHA, the ALPHA TRAINER to be exact.

Pipistrel have developed an entirely new aircraft, a completely new approach to flight training and at a cost nearly half that of our competitors.

Before we get into the amazingly affordable price let's talk about some of the exciting features.

The new ALPHA TRAINER is an aircraft which is affordable to acquire, it is economical to maintain and we believe no other LSA training aircraft is as cheap to run as the new Pipistrel ALPHA TRAINER with its frugal operating costs.

What features should an LSA training aircraft have ?

- It must be strong and easy to fly for beginner students
- It must have benign stall characteristics & no vices
- It must be affordable and easy to operate, maintain and repair
- It must be capable of doing circuits all day long in all conditions
- It must have good ventilation and heating when required
- It must have approved strobes and lighting
- It must have a quiet cockpit
- It must have guaranteed access to reliable spare parts supply
- It must have reasonable range for cross-country flight training
- It must be easy to service daily and refuel
- It must have a ballistic parachute system
- It must have a durable finish for outdoor storage
- It must have good brakes for the odd 'urgent occasion'
- It must have dual flight controls, easy and quickly adjustable
- It must have an expected long operating life
- It must be tricycle configuration with steerable nose wheel
- It must have easy cockpit access even for elderly students
- And did I say affordable to operate ?

Pipistrel have used extensive market research and evaluation to develop a fully optioned and approved training aircraft at a very reasonable price - and with the lowest running costs in the industry.

Who is Pipistrel some of you may be asking ?



Pictured above is the Pipistrel Sinus motor glider of which more than 300 have been built. The Pipistrel Virus SW is a subsequent short wing version that climbs at 1700 fpm and cruises at 145 kts on 100 hp !! The SW outperforms its nearest rivals by a wide margin.

The new Alpha trainer is born out of these two impressive & well established designs.

Pipistrel is one of the leading light aircraft manufacturer in Europe, winner of the world air games, and winner of the NASA CAFÉ challenge 3 times in a row (including winner of \$1.375 Million – the largest prize ever awarded for efficiency in flight) and you may even have heard about our aircraft flying around the globe without assistance.

Pipistrel also won the 2010 prestigious European Business Award (for innovation) out of 15,000 companies - the most innovative company in Europe.

Pipistrel is not only the perfect choice for adventurers and advanced pilots but it is now the choice for the training market as well.



Let's look at the features included in the ALPHA and the philosophy behind their changes.

The undercarriage is made of composite material and is beefed up for a MTOW including a payload of nearly 500 pounds. It is strong, durable, and rugged. The new nose leg is 2 inches shorter lowering the nose and improving the visibility during taxi.

Propeller clearance is good as the ALPHA uses a smaller 63" diameter fixed pitch propeller.

The ALPHA uses 2.5 to 3 ghp (10 to 12 lph) and has a 15 gallon fuel tank, giving it a 400+ nm range.

The ALPHA is fitted with the ever reliable Rotax 80 hp engine, giving it a take off roll of less than 150 meters, a rate of climb of over 1,000 fpm, and a cruise of 108 knots.

Alan Clarke, NZ Pipistrel agent, has 10,000 + flying hours and says the 4 stroke Rotax 80 h.p. is the nicest aero engine he has ever flown with.

The Rotax 80 hp engine is **smooth and reliable and has a 2000 hour TBO life.**

The ALPHA is manufactured from state-of-the-art composites and has an empty weight 100 pounds less than most competitors' aircraft. This is one of the reasons why the ALPHA can offer such good performance and economy.

Durability and simplicity - the ALPHA has extra heavy-duty seat fabric, no wheel spats for students to stand on (& break), and a punctured tyre can be replaced in around 10 minutes.

Some flight schools have over 3000 hrs on other Pipistrel variants and report very low maintenance costs other than brakes, oil & plugs. Even a heavy landing only needed a new one piece undercarriage strut (composite and quick and easy to replace).

The ALPHA TRAINER has a new wing design based on the already successful and proven Pipistrel Virus SW aircraft. Unlike the Virus the aircraft does not require airbrakes to land, further simplifying the cockpit controls for students. The new wings feature redesigned flaperons which now have 25° of flap travel making short field landings a breeze.

Pipistrel - talk about innovation

After they built the Sinus they built a piston engine self launching 41;1 glider – the Taurus.

Then they made an electric version.

And then they “melded” two into one with a 200 hp electric engine. It was this aircraft that won the recent NASA CAFÉ challenge and \$1.375 Million.



Back to the ALPHA

The propeller for the ALPHA is Pipistrel's own design, CNC machined in house, made of wood, and is then protected in a composite covering including leading edge protection which is then painted. Being a wooden propeller there is very little vibration which contributes towards the smooth running of the aircraft. The composite covering makes a propeller very durable offering years of use in a normal training environment.

The ALPHA has a luggage rack for storage of tie downs and ropes, water bottles, first aid kit and other accessories. Access to the storage area is through the cockpit seats which fold forward to offer easy and unrestricted access. There are also two large pockets on both sides of the instrument panel, ideal for storing maps and water bottles during flight.

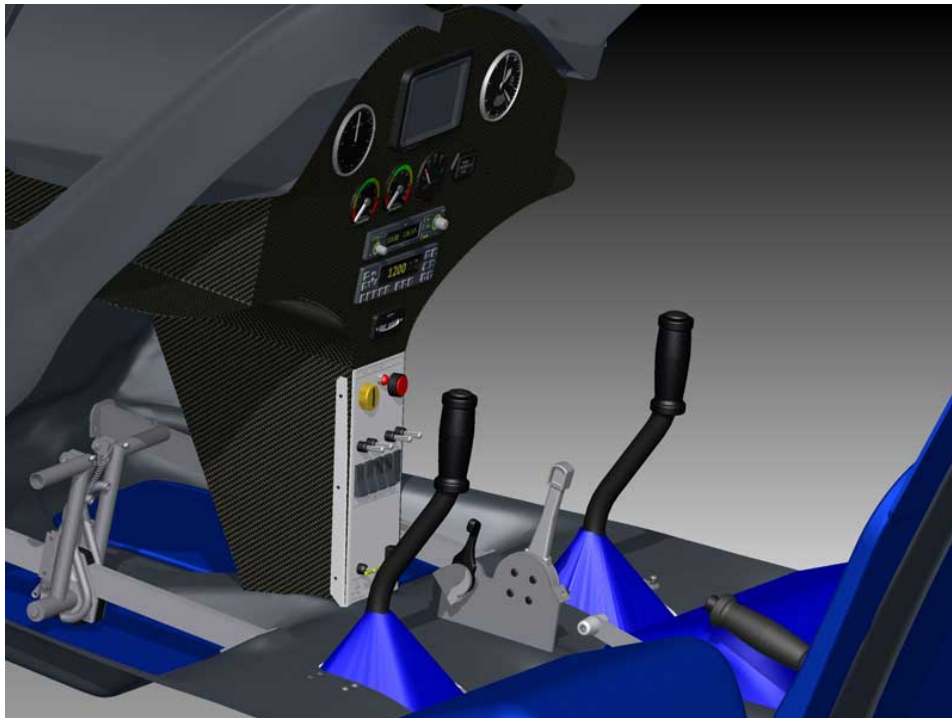
The brakes have been redesigned and simplified for ALPHA offering exceptional braking performance on even short airfields. The directly steerable nose wheel can easily turn the aircraft on a dime and the brake shoes can be replaced in less than 15 minutes keeping your maintenance cost down.



The price may be inexpensive but the Pipistrel ALPHA TRAINER has plenty of features:

- Conventional panel with conventional instruments (no costly glass panels)
- Nosewheel only configuration for lower insurance and easier training
- Large instrument panel for fitting additional instruments if required
- Solid luggage rack behind the seats
- Wingtip NAV, strobe lights and landing light (LED)
- Ballistic rescue system GRS 6/473 SD
- Oil check door on top engine cover
- 2 blade fixed pitch wooden propeller with composite protection and spinner
- Air speed indicator diameter 3 1/8" 0-180 Kts
- Altimeter diameter 3 1/8" 0-20.000 ft
- Vertical Speed Indicator diameter 3 1/8" ± 1000 fpm
- Tacho, engine hour counter, oil press & temp, CHT, EGT, fuel quantity
- GPS Garmin Aera 500 + AirGizmo
- Radio ICOM IC A210 with intercom, aerial and, 2 headsets
- Transponder Garmin GTX 327 with altitude encoder and antenna
- 34' 6" wing-span fits most T hangers
- Outside surfaces painted in white UV-resistant acrylic
- Cabin interior composite surfaces in grey
- Cabin upholstery in hard wearing blue fabric with padded spar cover
- Ergonomic seats with adjustable head rests
- 3 point "schroth" seat belts
- Sliding photo window on the right door
- Cabin ventilation with adjustable intake on left door
- Noise reducing firewall
- Dual control sticks and dual rudder pedals
- In-flight adjustable pedals for both pilot & co-pilot
- 2 stage positive flaperons up to 25° deflection
- Elevator trim
- UV protected, scratch resistant Lexan windshield
- Three point door locking
- Fixed composite landing gear, heavy-duty training main wheels and brakes
- Hydraulic disk brakes on the main wheels
- Steerable nose wheel
- Tie-down points on wings and tail
- Fuel tank 15 Gallons (60 Litres) with bigger filler neck
- Fuel gasculator with drain sump
- Cabin heating system
- ELT Kannad 406 AF – Compact (406 MHz)

- Rotax 912 UL2 80 hp, 4 cylinder 4 stroke engine 2000 hrs TBO
- Electric starter
- High capacity, easy to replace dry-type 12V battery
- Modular electric panel system with fuses on primary and secondary circuits
- Rotax regulator-rectifier
- All throttle control cables in Teflon
- 12V accessory plug
- Large instrument panel
- Battery quick disconnect switch
- Basic Rotax toolkit
- Basic aircraft spare parts kit



Now the exciting part... The cost - around NZ\$100,000*

At €61,500 this would be amazing value but as a special offer to flying schools and release customers we are going to make this aircraft available at an introductory special of just €58,000 plus shipping from the factory.

First deliveries will start arriving in April 2012 and your order can be secured with just an NZ\$20,000 deposit.

*Based on today's exchange rates (11/11/11) €58,000 roughly converts to NZ\$100,000 Plus shipping and + GST(if any)

Looking at the features, quality, performance, and economy, the new Pipistrel ALPHA TRAINER represents the best value in a composite LSA for the training market.

Do you want to cut your current operating costs in half ?

Are you looking to improve the return on investment for your flight school?

The Pipistrel ALPHA TRAINER may be the perfect solution.

Talk to Alan Clarke, Pipistrel NZ agent on 021 400 120

www.lightsportaircraft.co.nz

www.pipistrel.si

www.mcp.com.au/sinus