



AEROPRAKT A22



AVIACONS proudly presents the award-winning Aeroprakt A22 family of Micro light, LSA & Amphibian category of aircrafts. This micro light aircraft is having an amazing short take-off and landing (STOL), metal airframe, Light Sport Aircraft (LSA) with a huge 2-seat cabin and a good turn of cruise speed. The Aeroprakt Amphibian will genuinely take off in 150 metres of water and land the same.

For training or touring the aircraft can carry around 285 kgs, equal to two good-sized people, plus full fuel - and still have capacity for 25 kgs plus of luggage.

It is a perfect aircraft for Indian rugged outback conditions – including mustering and other station activities. With a trained pilot, it will take off in less than 60 metres and land in the same distance. And costs about a quarter of a helicopter to buy and operate.

If you are planning to operate from water surrounding area, then A22LS Amphibian is the perfect choice.

With a 100kts+ cruise, 32kts stall, renowned Rotax engine reliability and a 6 plus hour duration, there aren't many places an Aeroprakt can't take you!



ABOUT AEROPRAKT LTD: THE A22 MANUFACTURER

AS AT EARLY
2012 THERE
ARE OVER 650
A22S FLYING IN
70 DIFFERENT
COUNTRIES IN
THE WORLD.

Aeroprakt Ltd was formed in Kiev, Ukraine, in 1990 by Yuriy Yakovlyev, a talented aeronautical design engineer with the Antonov Aircraft Design Bureau, and Oleg Litovchenko, an experienced pilot who was also an engineer at Antonov, specialising in hydraulics and control systems.

Their new enterprise was seen initially as a part-time venture. However, in the summer of 1993 their first aircraft design, the high-wing, pusher prop, tandem 2-seat A20, won first place at the St Petersburg Ultralight Rally and this led to full-time production.

Having established a solid production base with the A20 Yuriy saw an opening for a high quality conventional tractor configuration, 2-seat side-by-side design in the then newly

emerging ultralight/microlight market in Western Europe. The resulting prototype A22 first flew in 1996 and this aircraft – albeit with considerable development – continues in production today.

The A22 is known in Australia, the UK and South Africa as the 'Foxbat' and in the USA as the 'Valor'.

The Aeroprakt factory now employs more than 60 people and goes from strength to strength. New computer controlled production equipment has recently been installed to enhance manufacture. The A22 is the mainstay of the business with production running at around 80 aircraft per year.

As at early 2012 there are over 650 A22s flying in 70 different countries in the world.



AEROPRAKT A22 SUMMARY

If you're looking for a rugged aircraft that's easy to handle, has amazing short-field performance, yet is capable of cruising over 100 kts and carrying a good load – you've arrived at the right choice.

This section will give you all the facts and figures for each version of the Aeroprakt A22 family. There's a short section on choosing which is the right version for you.

Here are five basic reasons to have a long hard look at a Aeroprakt A-22. (There are plenty more, which you can read from our website).

IT IS A VERY SHORT TAKE-OFF AND LANDING (STOL) AIRCRAFT

Simply – control and safety. Getting off and on to the ground quickly, at a slow speed, means less wear & tears on the landing gear, and less potential damage to the propeller from stones and gravel. And less inertia to bring to

a halt if the worst happens and you hit a hole in the paddy field!

THERE IS A HUGE AMOUNT OF ROOM IN THE CABIN

The biggest, airiest cabin in its class. This means that whether you're learning or flying with a friend, you're not jammed shoulder to shoulder, your controls are easier to use, and room to move makes for greater safety all round.

THE VISIBILITY IS, IN THE WORDS OF ONE OWNER, 'ALMOST SCARY'

The doors are glazed to the floor, the windscreen is massive and even the rear section of the fuselage is glazed. If you're teaching in the Aeroprakt, this makes for superb circuit visibility. If you're mustering, you can see almost straight down without banking. And if

you're touring, you can see everything on the ground for miles around. Tall people do not need to duck down to see under the wing in flight.

THE FLIGHT HANDLING IS SUPERBLY BALANCED AND SAFE

Stalling is a non-event, even without flap. There is no tendency at all to drop a wing and you can side-slip safely with or without flap. At slow speeds, the controls are light and effective - at higher speeds they firm-up and make cruising a more relaxed affair than in some sensitive 'performance' related aircraft.

IT'S EASY TO GET INTO AND OUT OF

Forget of jamming your legs to get under the control yokes. The control yokes makes entry and exit as simple as getting into & out of seat



AIRCRAFT SPECIFICATIONS

IN DETAIL

ALL VERSIONS OF THE AEROPRAKT A22
INCLUDE THE FOLLOWING STANDARD ITEMS



EXTERIOR

- All-metal airframe
- Lift strut fairings
- Tricycle gear with 15x6x6 wheels & tyres
- Under fuselage fuel drain
- Key locking removable doors
- Nose visibility/landing light
- Wing tip strobes
- Single colour paint (white, yellow, blue, red)

INTERIOR

- Adjustable seats
- 4-point seat harnesses
- 2x external air vents
- Cabin heater
- Cabin roof lining
- Zippered luggage container
- Panel 12v power supply

CONTROLS

- Control stick with trim & PTT buttons
- Electric elevator trim
- Mechanical flaps
- 2x side throttles
- Steerable nose wheel
- Pilot & co-pilot rudder pedals
- Hydraulic brakes with parking brake
- 2x cockpit fuel taps

INSTRUMENTS

- Battery master switch
- VHF dual-channel radio with intercom
- Analogue ASI (knots)
- Analogue Altimeter (feet)
- Analogue VSI (fpm)
- Magnetic Southern Hemisphere compass
- Engine RPM with engine running hours
- Analogue CHT, oil temp, oil pressure
- Panel pre-cut for additional instruments
- 2x fuel gauges
- Fuses

POWER

- Rotax 912ULS 100 hp engine
- Gearbox slipper clutch
- Twin Bing density compensating carburetors
- Exhaust muffler
- Dual electronic ignition
- Electric starter
- AC generator
- 3-blade on-ground adjustable propeller

MISCELLANEOUS

- Pilot Operating Manual
- Maintenance Manual
- Certificate of Type Conformity
- Full aircraft test record
- Weight & balance record
- Tie-down screws with straps (x 3)
- Fuel tester
- Pitot tube cover

ADDITIONAL SPECIFICATIONS FOR EACH AIRCRAFT

A22L

KievProp 3-blade composite prop
2x 44 litre wing tanks (total 87 litres usable)

A22LS

KievProp, Bolly or WarpDrive
3-blade prop
(choice of wide or narrow blades on WarpDrive)
2x 57 litre wing tanks (total 112 litres usable)

A22LS AMPHIBIAN

Warpdrive 3-blade carbon prop (wide blades)
2x 44 litre wing tanks (total 87 litres usable)
FPNA Amphibious float system

FAQS

1. What do you mean by Microlight Aircraft in India?

A Micro light aircraft is having the following characteristics -

- Maximum gross take-off weight - 450 kg, 472.5 kg if it has on-board parachute rescue system (BRS).
- Maximum stall speed, 43 knots CAS.
- Maximum speed in level flight with maximum continuous power, 118 knots CAS.
- Single or two seat aircraft only.
- Single reciprocating engine, including rotary or diesel engine.
- Fixed or ground adjustable propeller.
- Un-pressurized or open cabin.
- Fixed landing gear except for operation on water or as a glider

2. What do you mean by Light Sport Aircraft or LSA?

FAA defines a light sport aircraft as an aircraft, other than a helicopter or powered lift, that since its original certification, has continued to meet the following -

- Maximum gross take-off weight is 1320 lbs (598.74 kg), or, 1430 lbs (648.63 kg) for Seaplanes.
- Maximum stall speed is 45 knots CAS.
- Maximum speed in level flight with maximum continuous power 120 knots CAS.
- Single or two seat aircraft only.
- Single reciprocating engine, including rotary or diesel engine.
- Fixed or ground adjustable propeller.
- Un-pressurized cabin.
- Fixed landing gear except for operation on water or as a glider.
- May be operated at night, if the

aircraft is equipped as per FAR 91.205, if such operations are allowed by the aircraft's operating limitations and the pilot holds at least a Private Pilot certificate and a minimum of a third-class medical.

3. What kind of fuel is used in the Micro light?

All Micro lights having 80 to 100 hp engines use 91 Octane petrol (premium unleaded petrol), easily available at all petrol filling stations throughout the country.

4. Is Runway required for the necessary of Operation of Micro light?

Micro lights are perfect GO-ANYWHERE aircraft with STOL (Short Take Off & Landing) characteristics, most of them need just 50 to 200 metres of hard ground or grass to take-off and land.

5. What happens in case an engine failure on a micro light aircraft?

A low stall speed of 27 knots ie 50 kmph and an excellent glide ratio makes Aeroprakt A-22 safer than other micro lights and regular aircraft. These unmatched characteristics make easy handling even in cases of turbulence or mid-air engine failure. The remarkable feature which makes Aeroprakt A-22 100% safe is the presence of on-board Parachute "Ballistic Rescue System", in the unlikely event of any mid-air emergency, a parachute can be deployed which helps the micro light and its occupants descend

safely on the ground.

6. Whether the Microlight can be used for Personal transportation purposes?

Micro lights operate according to Visual Flight Rules (VFR) and are used in the world over for personal transportation, specialized jobs, sports and recreation. As to restrictions. under Indian rules, except for a few notified area, micro lights are allowed to fly just about anywhere subject to "Rules of Air" but in case you want permission to fly in the controlled airspace, you must be in radio contact with the nearest ATC. You will be able to see from the map, where you can fly and where you can't. But nearly all micro lights, do actually fly in controlled airspace, all you do is file a flight plan with the nearest ATC and get the required permission to enter and fly. Basically with the right qualifications and equipment, you can just hop into your micro light and fly as much, as and when you please.

7. What are the procedures to be completed in India, If in case somebody decided to Purchase a microlight Aircraft?

There is an important formality of security clearance to be taken care of before micro light purchase, the Director General of Civil Aviation gets the track record and credentials of the applicant checked by the Intelligence Bureau. One can purchase a micro light only after one comes clean through such scrutiny and then only a 'Permit to Fly' can be issued for uninterrupted use of micro light in India.



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