



Multi-role trainer
High performance
economic cruiser

VIRUS912
STOL
runway
glide 24:1

Rotax 912 80 HP
Cruise
225 km/h - 120 kts
Consumption
9.5 Lph/2.5 Gph

Long-range fuel tanks
Large baggage
compartment
Roll time 45° - 45°
3,1 sec

Virus 912 is a fast, yet very economic cruise aircraft. Ideal for cross-country flying it is also suited for aero-clubs and training flights. Virus 912 offers unprecedented handling and performance while remaining highly efficient and every task she is confronted with. The only one with airbrakes-approach easily over obstacles!



VIRUS 912

The 12.46-meter Virus 912 is a touring motorglider, enabling you to switch off the engine and glide alongside ridges and thermals.

When the weather is not cooperating, switch on the engine and cruise very fast and very economically to your new destination.



Taurus M
15-meter wingspan
Taurus Electro
15-meter wingspan



Apis/Bee
15-meter wingspan
13.5-meter
New FAI class ready



Sinus 912
15-meter wingspan



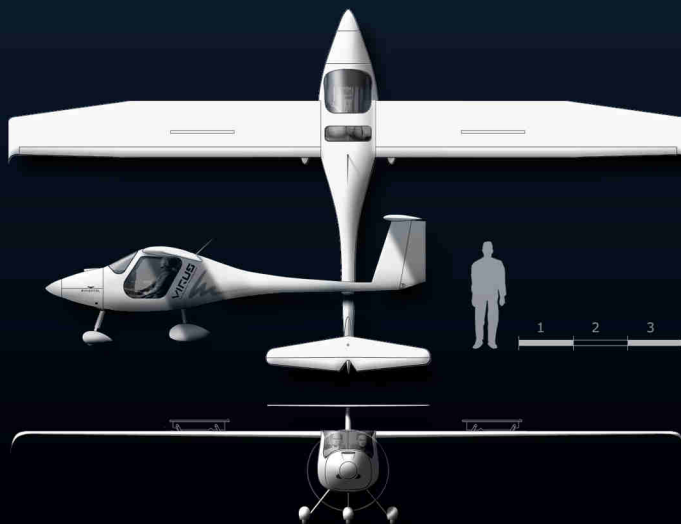
Virus 912
12.5-meter wingspan



Virus SW 80/100
10.7-meter wingspan



Panthera
Four seat fast cruiser





Virus 912 ULAircraft

Safety

Safety is our primary concern. This is why Virus features the Safety Cockpit Concept. The entire cabin area is encased with energy absorbing structures made from Kevlar fibre, an amazing material which maintains the integrity of the cabin and makes it safe also in case of stronger impacts. Together with our special Safety Cockpit Concept the Virus can also be equipped with the ballistic parachute rescue system, which saves the complete aircraft together with the crew in case of severe emergencies.

Unparalleled performance.

No competition.

Virus combines unmatched speed and economy with superb take-off and climb performance.

Engine rotax

Max power

ROTAX 912 UL
80 hp at 5800 rpm

Propeller

Pipistrel VARIO

Sizes

Wing span 12,46 m
Length 6,5 m
Height 1,70
Wing area 11,0 m²
Aspect ratio 13,1
Positive flaps 9 deg, 18 deg
Negative flaps 5 deg

Weights

Empty weight 284 kg
Max weight (MTOW) 450kg/472.5Kg/550kg
Fuel tanks capacity 2 x 30 l/2 x 50 l

Performance

Stall with flaps 63 km/h
Stall without flaps 72 km/h
Cruising speed (75%) 225 km/h
VNE 249 km/h
Turbulence penetration 141 km/h
Best climb speed 130 km/h
Max. climb rate 6,2 m/sec
Best glide ratio speed 110 km/h
Best glide 24:1
Take off run 90 m
Service ceiling 8100 m
45° - 45° Roll time 3,1 sec
Fuel flow at cruise speed 9,5 l/hour
Endurance (std tanks) 5,7 hours
Range (std tanks) 1280 km
Load factor permitted +4 g - 2 g
Load factor tested + 7,2 g - 7,2 g



VIRUS 912



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15-meter wingspan



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Panthera
Four seat fast cruiser

If you are looking for an all-in-one aircraft, look no further! As demonstrated in the 2008 NASA GAT Challenge the Virus is 19% more fuel efficient while flying 23% faster than the popular Flight Design CTSW. At the same time, the demonstrated climb performance was more than two times that of the CTSW, while permitting for more useful payload thanks to the much lower empty weight.

Highest technologies and maintenance free

Our products are all known for being virtually maintenance free. The highest of technologies, including honeycomb techniques, which we use to build composites and best quality metal alloys, including Titanium and Magnesium, which are used on parts of the aircraft, ensure that the aircraft will last a lifetime in a like-new condition. And if you do not intend to fly for a while, you can disassemble the Virus in only 15 minutes - all the controls are self-fitting, making this task as care-free as possible.

Robust and reliable

More than 300 of our aircraft fly on all six continents of the World in conditions that are sometimes difficult to imagine. All systems on board have withstood rigorous testing to ensure the aircraft performs at its best in hot or cold, wet or dry, low or high! Flight schools love the Virus because of reliability, super-low operating costs and endless possibilities of flying.

Cockpit comfort and luxury

A spacious, well ventilated side-by-side cockpit with optional leather interior will make sure you feel comfortable also during the longest adventurous flights. Even the tallest or shortest of pilots will feel at home in the Sinus, thanks to the adjustable rudder pedals. The choice of either a small or large instrument panel can make the cockpit feel like a glider or fully equipped top-of-the-line long-range cruising aircraft.

With excellent sideward and downward views your air-ground or air-air photographs will make everybody envious!



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