

AAA
Sabre Aircraft



Introduction

Basic description

Designed for the increasingly popular 600kg MTOW LSA class, the ALTO's construction is that of a conventional all-metal low-wing monoplane with various composite elements, namely those of the top and bottom engine cowls, main landing gear, wheel spats and spinner. This extremely light but durable construction method has enabled the ALTO to provide class leading usable weight considerations - even with full tanks and additional baggage. Impressive performance and totally predictable handling qualities are ideally suited to both the recreational pilot and instructor training environment & for additional safety an optional factory fitted ballistic parachute is available.

Engine and propeller

Normally equipped with the universally respected 2000 hour TBO Rotax ULS 100hp motor matched to a FITI 3-blade composite ground adjustable propeller, the Jabiru 3300 120hp six cylinder engine can also be considered. Only the customers budget limits what specific installed options are possible in terms of delivered specification levels.

Wing composition

The rectangular wing is of a monospar dural aluminum riveted construction with an auxiliary spar and composite tips. The wings include slotted flaps and ailerons and incorporate two integral, lockable fuel tanks. The wing-body attachment forms a wing centre section, which is firmly attached to the fuselage. The wings main spar is connected to the wing centre section by bolts and the rear auxiliary spar is attached by means of a hinge.

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Fuselage

The fuselage section is a semi-monocoque structure, which is a stressed shell structure that combines the load-bearing shell with integral frames, riveted construction reinforced by diagonal stiffeners. The all-metal riveted tail section is of a standard configuration.

Flying controls

Push-pull tubes and cables connect the ALTO's primary control surfaces. Rudder input and ground steering are linked to the nose wheel. Separate pilot and passenger control sticks operate elevator and aileron deflections with a thumb operated PTT switch forming part of the hand grip. The electrically driven flaps are controlled using the highly capable panel mounted "flybox" operating system. Elevator trim is conveniently situated in the centre tunnel between pilot and passenger with a trim position indicator located on the panel. The main gear hydraulic brakes which feature a parking lock function are activated by means of a central lever accessible from either seat.

Landing gear

The main wheels are attached to all-terrain flexible composite legs.

Cockpit

The wide and spacious cockpit is effortlessly accessed behind a forward sliding canopy that is formed using a high quality Plexiglas. A tinted canopy is optional and there are several fabric or leather upholstery trim options. A host of fitted instrument and avionic choices are possible given the panel dimensions in which any type of GPS and/or auto-pilot system may be incorporated.





Durable
Sturdy
Robust

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All Metal Airframe





**Affordable
& Fuel
Efficient**

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Simple To Pre-flight & Maintain





Dependable Training Aircraft

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***Easy To Fly
With Well
Balanced
Handling***





Transparent Agency Import Fee



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***Comfortable
Tourer with a
Spacious
Cockpit*** (110 cm)



Specifications

BASIC TECHNICAL AND PERFORMANCE FACTS

MODEL: THE ROTAX 912 ULS 100HP EQUIPPED ALTO LSA

SEATS: 2 x side by side

EMPTY WEIGHT(kg): 285

MTOW(kg): 600

USEFUL LOAD(kg): 315

BAGGAGE ALLOWANCE(kg): 15

LENGTH(meters): 6.15

HEIGHT(meters): 2.25

WINGSPAN (meters): 8.20

COCKPIT WIDTH(cm): 110

ENGINE: Rotax 912uls 100hp

STANDARD PROPELLER & SPINNER: 3-blade ground adj. composite

FUEL CAPACITY/WEIGHT(liters)(kg): 110 (2x55lt lockable wing tanks @ 79kg)

RANGE(km) : 1215 with reserve

VNE(knots): 145

VC(knots)@ 5200 RPM: 112

VSO(knots): 36

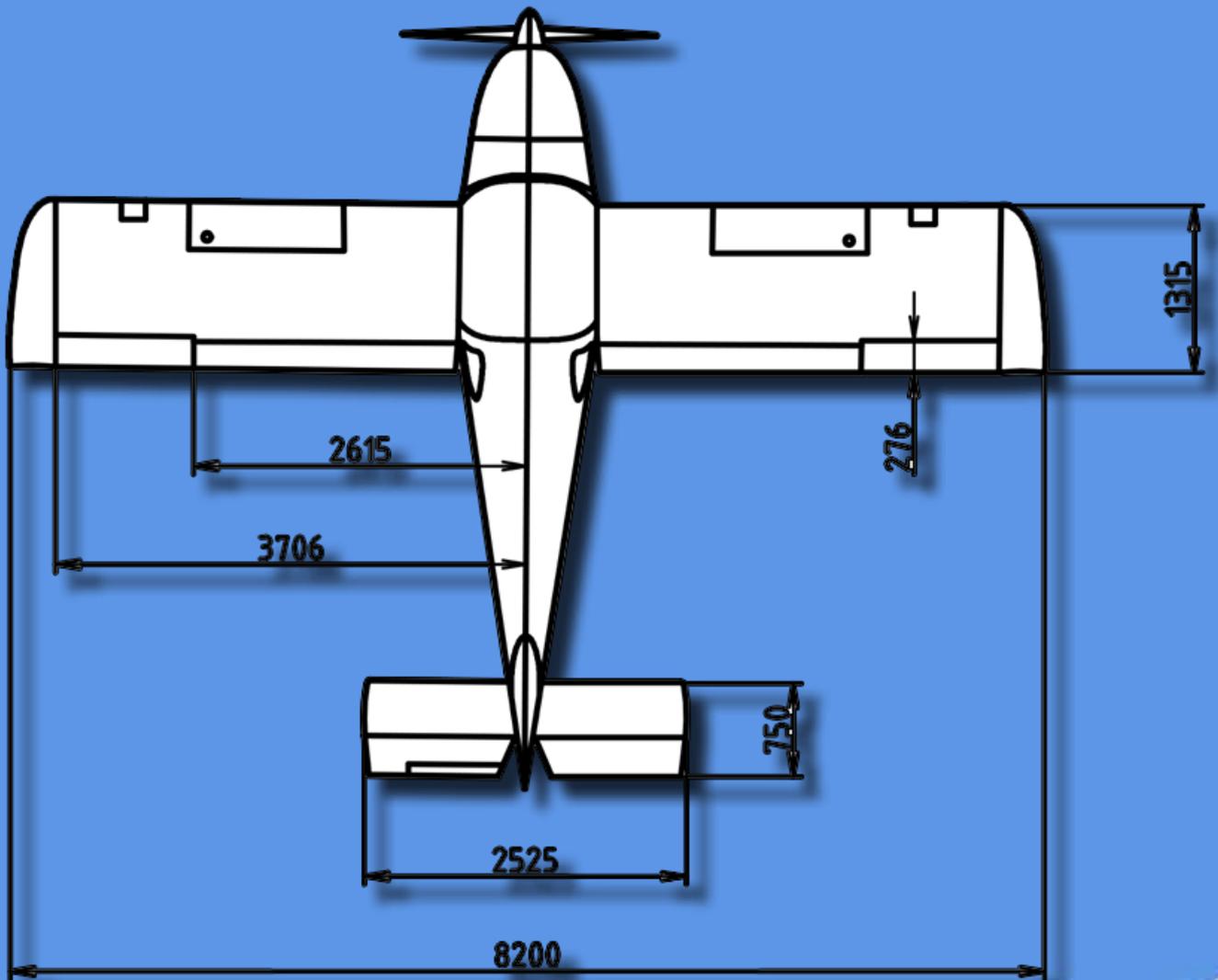
G FACTOR: +4/-2

TAKEOFF DISTANCE(meters): 90

CLIMB RATE(ft/min at sea level): 1250

LANDING DISTANCE(meters): 150

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Tailpiece

First Impression: The Alto is a conventional, sturdy, all metal aircraft with exceptional build quality and finish.

Pre Flight: The Pre-flight is simple; it's all easy to see and easy to reach.

Getting in: Typical of a low wing aircraft, you get onto the wing and lower yourself into the cockpit.

Cockpit: The canopy slides forward and there is ample room to be comfortable. Two 100kg / 186 cm tall people would be accommodated with ease.

Controls & layout: Everything is perfectly placed and easy to reach with a modern look.

Start-up & taxi: It's a typical ROTAX procedure for the start-up and warm up. All controls are well defined and neatly demarcated. The taxi is conventional nose wheel steering with a hand operated brake.

Take off: Select 10 degree flaps and hold slight back pressure on the stick. She is very easily kept on the centre-line and lifts off within about 250 meters. Let the speed build to 60 knots and she climbs away effortlessly.

In flight: She is really an easy aircraft to fly. Control harmony is perfectly balanced. Stall is a non-event in all flap configurations. There is a slight buffet just prior to the stall and then the nose drops just enough to un-stall the wing. If you hold the stick back, she will mush without dropping a wing.

Landing: Approach is at 55 to 60 knots in any flap configuration. Don't let the speed bleed off until you are virtually on the touchdown. Hold off until the main wheels touch. As in most LSA aircraft, managing the speed and energy is important but the ALTO TG is really a pleasure to fly.

Conclusion: All in all a really well balanced aircraft with good handling.

***“Perfect for a
low time
pilot.”***

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