

# *Fly About Aviation*

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# PIPISTREL

BY T E X T R O N e A V I A T I O N

## ***Pipistrel VSW 127 LSM BCAR-S 600 KG MTOW***

*Available now in the UK*



# Information Pack Pipistrel VSW127 LSM

More detailed information and photos are available on the Fly About Aviation Ltd website. Contact us on 07540 899 690 to discuss your queries.

## 1. What is the Pipistrel VSW 127 LSM ?




The Pipistrel Virus Short Wing is an exceptional aircraft holding multiple records from round the world flights to NASA challenge winners. The Virus SW's strengths lie in its ability to fly at altitudes of 15,000ft and take-off and land from short runways. Fully customizable with a range of power plants and equipment options the Virus SW is the ideal aircraft for fast cross country flying, surveillance missions and advanced operations.

With more than 1,000 VSW aircraft in operation around the world with private owners, aviation professionals, training organisations and in special mission applications the Virus SW is truly Pipistrel's most versatile aircraft.

The Pipistrel VSW 127 LSM is the designator given to the UK certified and approved version of the VSW types. The Light Sport Microlight (LSM) type is based on the Type Certified VSW121 series and approved as a Microlight aircraft for the UK after undergoing thorough testing and strict production protocols as required by the UK CAA.

This aircraft has a maximum take off weight of 600 kg, with a typical payload capacity of 260 kg including two adult persons, 100 litres of fuel and baggage.

The Microlight class allows the pilot owner to perform all the servicing and maintenance by themselves if they are competent to do so, thus greatly reducing annual operational costs; the administration fees charged by the BMAA are much lower than charged by the CAA for the Type Certified variants. .

Certificate No: <b>PR072896/001</b>	UNITED KINGDOM BRITISH MICROLIGHT AIRCRAFT ASSOCIATION PERMIT TO FLY		
Nationality and Registration Marks <b>G-CMNS</b>	Constructor and Constructor's Designation of Aircraft <b>PIPISTREL D.O.O. VIRUS SW 127 BCAR-S</b>	Aircraft Serial Number <b>VSW1270021</b>	
<small>This Permit to Fly, issued pursuant to Article 40 of the Air Navigation Order, hereby permits this aircraft to fly within United Kingdom airspace only, without a Certificate of Airworthiness being in force in respect thereof. The aircraft to which this Permit applies is classified as a microlight aeroplane as defined in the Air Navigation Order and has been found to comply with the appropriate design standards. This permission for flight within the United Kingdom airspace does not constitute a Certificate of Airworthiness issued pursuant to the Convention on International Civil Aviation dated 7 December 1944.</small>			
<small>This Permit to Fly is issued subject to the Conditions listed on subsequent pages. <b>A CERTIFICATE OF VALIDITY FORMS PART OF THIS PERMIT TO FLY</b> The Certificate of Validity may be issued or renewed by an appropriately approved organisation, upon being satisfied with the design, construction and airworthiness of the aircraft. The Certificate of Validity will remain valid for the period prescribed from the date of issue.</small>			
Date:	<b>20th April 2023</b>		for the British Microlight Aircraft Association
<small>Permit issued by the British Microlight Aircraft Association Ltd, CAA approval ref. DAU/8909/84</small>			
<small>No entries or endorsements may be made on this Permit or the Certificate of Validity except by an authorised person. If either document is lost, the British Microlight Aircraft Association should be informed at once. Any person finding these documents should forward them immediately to the BMAA, Bullring, Desford, Banbury, Oxfordshire, OX15 0TT BMAA Type Approved Microlight - 20190415</small>			
Page 1 of 1 Dated:	UNITED KINGDOM BRITISH MICROLIGHT AIRCRAFT ASSOCIATION CONDITIONS OF PERMIT TO FLY NO <b>PR072896/001</b>		
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<small>Where relevant, the Conditions associated with this Permit supersede those specified in the manufacturers' operating limitations.</small>			
<ol style="list-style-type: none"><li>The aircraft shall be maintained in an airworthy condition.</li><li>The aircraft shall be operated in accordance with the current procedures and limitations contained in the applicable technical publications and with the manufacturers instructions for the type and model of aircraft.</li><li>The aircraft is permitted to fly only for non-aerobatic operation. Non-aerobatic operation includes:<ol style="list-style-type: none"><li>any manoeuvre necessary for normal flying.</li><li>stalls.</li><li>steep turns in which the angle of bank does not exceed 60 degrees.</li></ol></li></ol>			
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**2. Which engine is fitted in the VSW127 LSM ?**

*The well-known and trusted Rotax 100 hp engine is fitted as standard in the Pipistrel VSW127 LSM. This engine is rugged, reliable, quiet and frugal, which compliments the sleek low drag shape of the VSW, giving it a very good range and speed performance on not much fuel consumption.*

*The VSW127 LSM is fitted with a Type Certified, Two Blade, Constant Speed Propeller, with a hydraulic governor mechanism, made by the German company MT Propeller GmbH.*

*The combination of the 100 hp Rotax and the MT Propeller, allows the VSW 127 LSM to deliver power instantly and without hesitation.*

*A comprehensive electronic instrument panel displays the necessary information to the Pilot. The large panel Dynon 1000 display with a touch screen gives the pilot all the information they may require in flight. The large display screen of the Radio and Transponder and the back up Altimeter and Airspeed indicator are give a very modern and fresh look to the instrument panel.*

**3. What is the Maintenance for the VSW 127 LSM?**

*The fully composite and monocoque type structure of the aircraft eliminates corrosion and reduces routine maintenance and inspection costs.*

*The rugged landing gear is made of composite materials in one C shaped piece, making it easy to inspect before every take off or after every landing.*

*The carbon wings and tail are easily removable for transport by road or by container if required. .*

**4. What about reliability and operating costs ?**

*The well-proven Rotax 100 h motor is easy to maintain with very low costs; there are many trained engineers all over the UK and in Europe who offer servicing facilities, if the owner/pilot wants; alternatively, the Pilot/Owner can perform the routine maintenance on airframe and engine by themselves.*

*The operating costs are amazingly low; for instance, the VSW127 LSM will cruise at 120 knots and consume just 15 litres of Unleaded Petrol per hour; it does not require AvGas to run.*

*The overall result of all these breakthrough innovations is a drastic reduction in the operating costs, significantly contributing to the affordability of pilot training.*

**5. How quiet and clean is it?**

*Featuring noise levels of maximum 60 dB, the VSW 127 LSM is considerably quieter than other aircraft of similar size and type.*

*The aircraft is fitted with the world famous, light weight, Akrapovic silencer and exhaust system made from titanium to keep noise levels low.*

*Due to it's speed, the VSW 127 LSM leaves the area faster thus reducing noise perception for its admirers on the ground.*

6. How safe is it?

As part of its certification and approval process in the UK, the manufacturer, Pipistrel had to prove its ability for design and production organisation capability to the UK CAA. This is a very thorough and costly process, and the UK CAA regularly makes inspections of the Pipistrel factory and its design and production staff to ensure that quality of the aircraft is never compromised.

Each aircraft produced by Pipistrel is test flown thoroughly by their expert pilots before released to the customers.

The seal of approval by the UK CAA and the BMAA is given to each aircraft with its Permit to Fly.

The VSW127 LSM is fitted with large airbrakes, which enable the pilot to land in very short strips and also to lose altitude in a hurry if required; the airbrakes also help to correct too high approaches without building up speed.

Each VSW 127 LSM is fitted with a ballistic recovery parachute system in the unlikely event of a mid-air collision or loss of control, thus the Pilot has a second chance to be safe. .

7. Which Instruments and equipment are fitted in the VSW 127 LSM?

The VSW 127 LSM 164-A is supplied as standard, ready to fly Microlight aircraft with all flying instruments, radio, intercom, transponder, gps, twin usb charger ports to power any tablets or phones in flight, wing tip and tail beacon lights, super bright LED landing light, electric airbrakes, electric pitch trim, dual controls, toe operated individual wheel brake with locking lever, leather seats and upholstery, cabin vents for fresh air and cabin heating vent, which **does not** take heat from the exhaust box like in most other aircraft of similar type; thus eliminating the risk of CO poisoning when cockpit heating is turned on.

Standard equipment fitted to the VSW 127 LSM – makes it complete ready to fly model. The customer need not fit any extras as everything the Pilot may wish is fitted as standard.





This comprehensive equipment makes the VSW 127 LSM a very good value for money aircraft in its class.

DESCRIPTION	MAKE
AIRSPPEED INDICATOR	KANARDIA
ALTIMETER	KANARDIA
DYNON 1000 GLASS PANEL, INCLUDING MAP AND EFIS	DYNON
AUTO PILOT, 2 AXIS, CONTROLLED FROM PANEL	DYNON
MAGNETIC COMPASS (WINTER)	WINTER
SLIP BALL	PIPISTREL
USB SOCKETS x 2 WITH TYPE A + TYPE C (GSB 15)	GARMIN
RADIO + INTERCOM	AIR-AVIONICS
TRANSPONDER	AIR-AVIONICS
GPS DISPLAY IN DYNON	DYNON
STALL WARNER, AUDIO ALARM	DYNON
STALL WARNER, VISUAL DISPLAY ON PANEL	DYNON
ELECTRIC PITCH TRIM SYSTEM AND DISPLAY	PIPISTREL/DYNON
MANUAL OPERATED AIRBRAKES	PIPISTREL
BRAKES ON MAIN WHEELS, WITH TOE BRAKE PEDALS AND PARKING LEVER	BERINGER
WING TIP NAV LIGHTS + STROBES plus TAIL BEACON red from AVEO	PIPISTREL
SUPER BRIGHT LED LANDING LIGHT	PIPISTREL
AIRCRAFT RECOVERY PARACHUTE SYSTEM (GRS 6/600)	GALAXY
WHEEL FAIRINGS ON ALL WHEELS	PIPISTREL
LEATHER SEATS AND UPHOLSTERY	PIPISTREL
BAGGAGE COMPARTMENT FOR 25KG LOAD / 180 LITRE CUBIC CAPACITY	PIPISTREL
LEATHER SEATS AND UPHOLSTERY	PIPISTREL
AUXILIARY CIGAR LIGHTER SOCKET	PIPISTREL
LITHIUM BATTERY 12 V	EARTH X
ROTAX 912 ULS 100 HP ENGINE, TWIN CARBS,	ROTAX
TWO BLADE CONSTANT SPEED PROPELLER HYDRAULIC GOVERNOR	MT, GERMANY
TITANIUM EXHAUST SYSTEM, RUST PROOF	AKRAPOVIC
Optional extra can be Conspicuity device	Pilot Aware
Optional extra can be Tablet with navigation app	SkyDemon

8. How much fuel does the VSW 127 LSM carry?

The VSW 127 LSM is fitted with a 50 litre petrol tank in each wing, giving a total of 100 litres capacity; suitable to use with upto 10% ethanol additives used in normal unleaded petrol and also suitable for AvGas.

The fuel tank is made of special material, which is inert to Ethanol. The Rotax engine can be used with upto 10% ethanol or AvGas or UL 91 or UL 100.

When flown at 100 knots, the VSW127 will consume 12 litres per hour, giving a total endurance of 8 hours and a range of 800 nm.

When flown at 125 knots, the Alpha will burn 19 litres per hour, giving a total endurance of 5 hours and a range of 625 nm.

Below is an illustration of the 800 nm range of the VSW 127 LSM.



9. **Where can I test fly and buy the Pipistrel VSW 127 LSM ?**

*At present, one can test fly the VSW 127 LSM at our home base, Damyns Hall Aerodrome, in Essex. Our experienced flight instructors will show you all the various aspects of the aircraft, and will be able to talk you through the post purchase steps of maintenance, servicing and support that we offer our customers. To book your test flight, simply call us on our contact numbers and email.*

*When ready to purchase the Pipistrel VSW 127 LSM, simply call us or email us with your full contact details. We can send you the purchase contract to be signed to place the order for your aircraft. Yes, each VSW 127 LSM is made to order and generally takes about 6 months to deliver from the factory.*

*A deposit of 30% of the cost is required at the time of placing the order along with the purchase contract.*

*The remainder amount is paid in two instalments; one when your aircraft is on the production line and the final payment when aircraft is ready to be sent from the factory.*

10. **What are the costs to buy the Pipistrel VSW 127 LSM?**

*The Pipistrel VSW 127 LSM cost price is in Euros and thus the UK Sterling price may fluctuate daily.*

*The price will be fixed when the customer places the order and signs the purchase contract and pays the deposit.*

*For the purpose of information the current price in JANUARY 2025 is approximately €189,000.00 ex vat FOB.*

11. **What is the flight endurance and characteristics of the VSW 127 LSM?**

*The VSW 127 LSM is perfectly suitable for flight training as well as for aerial touring by pilots, with sufficient fuel and baggage capacity as well as speed and comfort.*

Weights	kg
Basic empty	350
Max take off	600
Payload	250
Performance	Kt
Stall speed clean	56
Stall with flaps	47
Cruise speed	100
Max horizontal speed	145
VNE	163
Best climb speed	78
Best glide ratio	15:1
Service ceiling	18000 feet
Endurance	8 hours
Fuel Capacity	100 litres
Baggage compartment / Cubic Capacity	25 kg / 180 litres

For more details see

[www.flyaboutaviation.com](http://www.flyaboutaviation.com)

[www.pipistrel-aircraft.com](http://www.pipistrel-aircraft.com)

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