

Pipistrel Kit Aircraft Information Pack



Introduction

This document is published for the purpose of providing general information about Pipistrel Kit Aircraft and building options. Distributors/promoters and customers should familiarize themselves with this document to assist in their evaluation of our kit aircraft and the Kit Building Process.

Should more information be required, please contact

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This document has been produced in November 2015 for people requesting more information about building a Pipistrel Kit Aircraft. With the ongoing development of the aircraft range and options Pipistrel reserves the right to revise this document whenever occasioned by product improvement, government/authority regulations or any other good cause.



Pipistrel Kit Aircraft Information

Thank you for your interest in building a Pipistrel kit aircraft, this information pack should assist you in your evaluation.

Pipistrel kit aircraft are supplied standard in a 400 hour build configuration with several options to shorten the build time to as little as 200 hours. The 200 hour kit version was evaluated and accepted by the FAA in 2006 and is listed on the FAA 51 percent approved kit list.

The models currently accepted are the Sinus 912, Virus 912, Virus SW 80 and Virus SW 100 iS.

This means you are able to build a Pipistrel Sinus 912, Virus 912, Virus SW 80 and Virus SW 100 iS in kit version without further evaluation. The Pipistrel APIS, Taurus 503, Taurus Electro, Panthera and Pipistrel ALPHA Trainer are not offered yet in kit versions as they have not been evaluated by the FAA to meet 51% compliance. Should you have interest in building APIS, Taurus 503, Taurus Electro, Panthera and Pipistrel ALPHA Trainer then please contact Pipistrel for additional information and advice, we will be happy to assist.

Purchasing and building a kit aircraft can be a scary but also a very rewarding experience to build your own aircraft which you will fly for many years. There is a very high level of satisfaction from flying an aircraft that you actually built at home and kit builders are very proud to show off their aircraft at every opportunity.

Building a kit aircraft however is not for everybody, it takes dedication and time management skills to avoid the everyday pressures of life getting in the way. Industry statistics show that many kits never get completed, these however are generally aircraft way more complex and with 10 times more work than a typical Pipistrel aircraft.

Another decision when determining to build a kit is how much your time is worth, would you rather be in the workshop building your aircraft or would you prefer to be spending quality family or recreational time and flying a Pipistrel factory built aircraft which arrives ready to fly ? These are very important considerations which you must think about before deciding to purchase a kit aircraft.

Previous kit customers are typically someone who has retired, the kids have left home and you need something to do with your time and a goal to work



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towards. This type of customer normally has the aircraft finished and flying within 2 to 6 months working full time. If you can make this commitment then a kit may be the perfect option.

If you don't think you can make this commitment then please consider buying a factory built aircraft which will arrive, test flown, ready to fly and you can enjoy getting airborne immediately.

The savings when purchasing a kit aircraft like the Pipistrel should not be your sole motivation to purchase a kit. You do not buy a Pipistrel kit aircraft to save money, you buy a Pipistrel kit aircraft for the experience of flying something that you have built and the new skills you will learn along the way.

Typically, a Pipistrel kit aircraft will save around 15% of the cost compared to a ready to fly aircraft. The kit is highly prepared, no resin work is needed and no special tools are required but this saving can quickly get eaten up with purchasing workshop equipment so please make sure that you have the right motivation for purchasing a kit, it is not to save money when compared to the costs of a factory built aircraft.

In a number of countries around the world regulations require you to build from an accepted 51% kit and this is your only option to operate a Pipistrel aircraft. Kits have been accepted by a large number of countries around the world already.

Please start your evaluation by downloading both the kit manual components document as well as the kit builder's manual. Please take the time to go through these documents, join our Pipistrel owners support website where there are a large number of kit builders posting on a regular basis and ask all the questions you need to make the purchase decision.

Please visit our website through the following links...

◆ **Kit manual components**

<http://www.pipistrel-usa.com/manuals/Pipistrel-Kit-Parts-Components.pdf>

◆ **Kit builders manual**

<http://www.pipistrel-usa.com/manuals/Pipistrel-Kit-Manual-SinusVirus-March-2009.pdf>

◆ **The kit price lists can be found here**

<http://www.pipistrel-usa.com/price-list/kit-price.html>

◆ **Paul Kuntz SN 196 Builders website**

<http://www.pipistrelbuilders.com/index.html>

The most common questions I am asked are....

1. What comes with the kit? Do I need to spend another \$20,000 on extras which are not supplied ?
2. How does the kit come, how do I know what I am getting ?
3. Who can help me when I have a question?

These are probably the first questions you should be asking when evaluating any kit aircraft. Fortunately, the answers are fairly straightforward and simple with a Pipistrel aircraft. With the exception of a few metric tools which most people now have you will receive everything you need to complete the aircraft, all of the major structural components are already completed, no structural composite work is required, parts are presented numbered and ready to use.

Most of the work completing a Pipistrel aircraft is cutting holes, cleaning up and assembly, there is no real manufacturing tasks and of course nothing which could ever be a structural liability. The instructions supplied with a kit are very detailed and always being added to as we get questions from our customers. Some customers need to ask questions occasionally, other customers we hear from the first time after they have achieved their very first flight. Even without building aircraft before you should be able to complete your Pipistrel aircraft kit with very little outside assistance with the exception of the engine install and electronics which can be complicated for some builders. Everything you need to complete the aircraft is included.



Parts laid out ready for checking and packing



Parts laid out ready for checking and packing

When your kit is shipped it is fitted into a 40-foot sea container.

We need a 40 foot sea container because of the wingspan of our aircraft. It is possible to fit a ready to fly aircraft and also a kit into the same container but the container delivery can only go to one location. This means that we cannot deliver the container to an airport for the ready to fly aircraft and then deliver the container to a second location to unload the kit. Unfortunately customs and border protection around the world now have a uniform process for

container delivery and this means a container can only go to one location to be unpacked.

Should there be no way of conveniently getting your kit aircraft into a container with a ready to fly aircraft then your kit will ship alone.

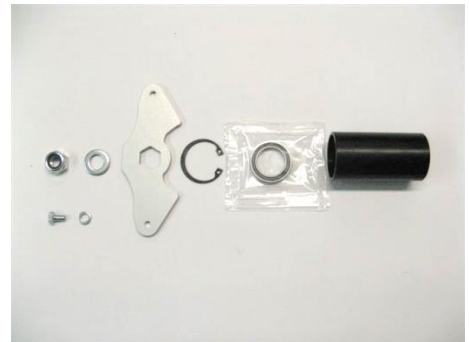
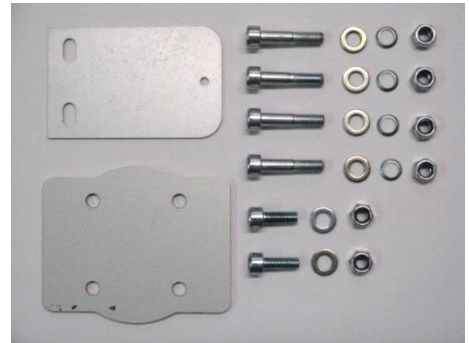
Example of a page from the kit components manual for checking when the kit arrives

Part Number	Description	Additional Description	Quantity	Unit	Factory Check	Customer Check
1141020	MAIN WHEEL AXIS	f/ Beringer Brake System	2	PCS	<input type="checkbox"/>	<input type="checkbox"/>
1140070	HYD LINE CONNECTOR ASSEMBLY	FOR HYD CYLINDER	2	PCS	<input type="checkbox"/>	<input type="checkbox"/>
5010065	SCREW SOCKET CAP M6X16	DIN 912 8 X 8 LIGHT ZN	6	PCS	<input type="checkbox"/>	<input type="checkbox"/>
5012030	WASHER; 6.1 Barb Curved		6	PCS	<input type="checkbox"/>	<input type="checkbox"/>
5012032	WASHER 6.4 X 14 X 1.5	DIN 125 LIGHT ZN	8	PCS	<input type="checkbox"/>	<input type="checkbox"/>
5010074	SCREW SOCKET CAP M6X45	DIN 912 8 X 8 LIGHT ZN	8	PCS	<input type="checkbox"/>	<input type="checkbox"/>
5012011	WASHER 15,3 X 28 X 3	DIN 125 LIGHT ZN	2	PCS	<input type="checkbox"/>	<input type="checkbox"/>
5011022	NUT M14 POLISTOP	DIN 985	2	PCS	<input type="checkbox"/>	<input type="checkbox"/>
1141010	JOINING PANEL LARGE		2	PCS	<input type="checkbox"/>	<input type="checkbox"/>
5011007	NUT GUK 25x1,5		2	PCS	<input type="checkbox"/>	<input type="checkbox"/>
1141056	SPACER; Wheel Fairing	f/ Beringer Brake System	2	PCS	<input type="checkbox"/>	<input type="checkbox"/>
5046193	PROTECTING WIRE		1.6	M	<input type="checkbox"/>	<input type="checkbox"/>



All components inside the container are securely strapped in place and as required smaller parts are packed into boxes which are also secured inside the container.

When a Pipistrel aircraft kit is picked at the factory all of the parts are collected from inventory and laid out on shadow boards so that nothing can be missing. All of these parts are also individually labelled and identified and checked off against the kit component checklist.



The factory use a checklist which not only has a photograph of the part but also a check position for the factory and you as a customer on receipt, this means if the part is required it will be supplied and shown as supplied by the factory.

When the container arrives at your location it is pretty simple to check off your inventory against the factory checklist to double-check that nothing is missing or has been misplaced.

Building questions regarding your kit can be resolved a number of ways. Firstly your distributor or dealer should be the first contact; they have extensive knowledge of all models and should be able to assist you fairly quickly. They



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always have a factory built aircraft as a reference so they can take photographs and send them through to make questions and clarifications easier.

There are several websites around the world from our existing builder network which describe with text and photographs the different stages of assembly. The Pipistrel support website on Yahoo Groups is run by Pipistrel aircraft owners and is a very valuable resource not only for your research but also to ask questions, there is always a large number of active members from around the world online and you can get answers to questions easily and quickly.

Finally, if the question or problem requires a higher level of support then your distributor or dealer will contact the factory for clarification through the dealer channel and get you an answer quickly.

Should you have any questions whatsoever about a Pipistrel kit aircraft or the information in this document please do not hesitate to contact your local Pipistrel distributor or dealer.

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