



*Richard
Stubbs
Secures
Alto
Southern
African
Agency
For
AAA*

**ALTITUDE
ADJUSTMENT
AVIATION**

ALTO

NEWS

STOP PRESS

Richard Stubbs has imported a number of aircraft to the South African market. His latest undertaking will certainly add to your aircraft acquisition quandary as he spoils you for even more choice. As you know Richard won the 2012 MISASA Shootout Award for the "Best of the Best" aircraft at Tedderfield. At the time he was completely floored when he secured the most votes from South African pilots for his Topaz high-wing composite - which without a costly marketing drive had remained largely under the radar until then.

The first all-metal ALTO TG will have arrived by the time that you get to read this report and it is against this background that you need to contact him to establish all the finer details.

Richard is especially excited about his "ALTO" as it now compliments his stable of imported full composite high-wing Polish aircraft by adding an extremely capable all-metal low wing alternative. The first ALTO TG will arrive in what the Czech factory list as their 100% kit and will be prepared for flight by Kevin Hopper of Skyworx Aviation. This 100% ALTO kit requires only that the engine and propeller need be installed plus instrumentation and upholstery requirements. This is easily doable over a very conservative estimated 200 hour build time.

Sales demand will determine whether or not Richard undertakes the SACAA certification process for "ready to fly" factory prepared ALTO's that should receive an immediate Authority to Fly. Factory prepared 50 and 75% kits that require more effort are also offered with a host of factory fitted additional cost options- all at incredible prices. Even with our current exchange rates Richard feels very confident that the ALTO will land at about 75% of the local retail price for comparable aircraft - in any state of trim! This is a considerable saving for an LSA type that gives nothing away in terms of performance, comfort, usable weight,

range or quality. Czech designed and built aircraft started what has become the standard of excellence worldwide and the ALTO is no exception. You will recall that Richard has an established reputation for pricing transparency in that he declares his highly competitive agency fee so as to give you the best possible deal in what has become a very competitive market. The ALTO is a tried and tested aircraft that has satisfied the difficult European requirements for "ultralights" as well as those for LSA aircraft in the U.S.A.

ALTO SPECIFICATIONS

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 and for additional safety an optional factory fitted ballistic parachute is available, this having been tested to verify that it actually works!

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 engines can also be considered. The new Rotax 912is fuel injected engine can also be specified although at this stage the factory suggests waiting on this option until Rotax have sorted out all the gremlins inherent with any new product launch. Only the customer's budget limits what specific installed options are possible in terms of delivered specification levels.



***ALTO
MAKE IT YOURS***



ALTO PHOTOS BY JAMES LAWRENCE (WHITE ALTO),
JAK (BUILD PICTURES) AND BY MIGUEL HORVILLE (RIGHT)

Wing composition

The rectangular wing is of a monospar dural aluminium 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.

Fuselage

The fuselage section is of semi-monocoque, 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 110cm cockpit is effortlessly accessed behind a unique forward sliding and lockable canopy that is formed using a high quality Plexiglass. For this reason standing on the seats can be thankfully avoided. 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.

BASIC TECHNICAL AND PERFORMANCE FACTS
MODEL: THE ROTAX 912 ULS 100HP EQUIPPED

ALTO G 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 USED: Rotax 912uls 100hp or Jabiru 3300 120hp
STANDARD PROPELLER & SPINNER: FITI 3-blade ground adjustable composite
FUEL CAPACITY/WEIGHT (litres) (kg): 110 (2x55 litre 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 @ sea level): 1250
LANDING DISTANCE (meters): 150

***ALTO
MAKE IT YOURS***





1. GETTING STARTED

3. THE TOW HOOK & FIN

**2. THE TAIL
BUILD THE SIDES AND
BOTTOM SEPARATELY
THEN RIVET THEM
TOGETHER**

2. THE TAILPLAN

ALTO: MAKE IT YOURS!



4. CENTER SECTION ASSEMBLY



4. CENTER SECTION



4. CENTER SECTION ASSEMBLY

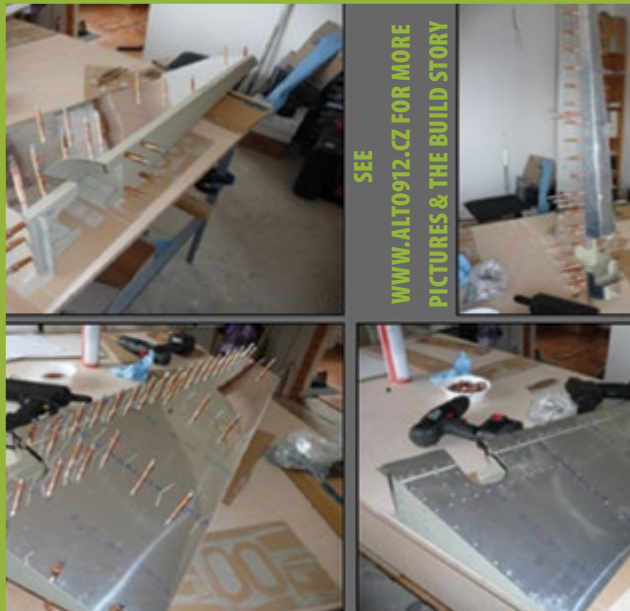
5. THE SEAT AREA



7. THE FUSELAGE



8 WHEELS



SEE
WWW.ALT0912.CZ FOR MORE
PICTURES & THE BUILD STORY

7. THE FUSELAGE



7. THE FUSELAGE



6. THE RUDDER

8, THE FOOT STEP



10 THE LEFT WING



11, THE CANOPY



9, THE FLAPS



12 THE ENGINE



13, THE PANEL



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14. THE WIRING



15. AILERONS



16. PAINTING



17. PAINTING

17. PAINTING

17. PAINTING

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ZU COOL ?

IN A FIRST THAT IS EXPECTED TO BE A WINNER FOR
ALL BUT ESPECIALLY FOR KAROO FARMERS
YOU CAN NOW ORDER YOUR ALTO COMPLETE WITH A
FLYCOOL AIR CONDITIONER!

AAA now offers a light-weight, all-electric, air conditioning system developed for the expanding LSA market.

The system includes a maintenance-free, hermetically-sealed, brushless dc motor/compressor, a light-weight condenser assembly and a compact evaporator unit.

The AC runs from either a 70 amp alternator specially designed to integrate well with the 912 Rotax engine or from a 28 VDC ground power source.

When ground pre-cooling, the system provides a 7°C cabin temperature drop in just 10 minutes.
The system weighs only 10 kgs.

GENERAL SPECIFICATIONS:

COOLING: 5,500 BTU/HR

AIRFLOW: 350 CFM

CURRENT: LESS THAN 45 AMPS

WEIGHT: 10 KGS

EVAPORATOR: 10" X 10" X 6"

COND./COMP. ASSY: 14" X 11" X 6"

CONTACT

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ZU COOL
is available for
TEST FLIGHTS
in JHB