



## SPECIFICATION

**AQUILA A211GX €148,000\***

### ■ DIMENSIONS

Wingspan	10.30m
Length	7.35m
Height	2.40m
Wing area	10.50sq m

### ■ WEIGHTS AND LOADINGS

Empty weight	500kg
Max AUV	750kg
Useful load	250kg
Power loading	10.05kg/kw
Wing loading	71.42kg/sq m
Fuel capacity	120 lit (114.8 useable)
Baggage capacity	40kg

### ■ PERFORMANCE

Vne	165kt
Cruise	130kt
Stall	43kt
Climb rate	750fpm
Take off to 50ft	450m
Land over 50ft	400m

### ■ ENGINE AND PROPELLER

Rotax 912S liquid-cooled flat four producing 100hp (74kW) at 5,800rpm and driving an MT two blade constant speed propeller

### ■ MANUFACTURER

AQUILA Aviation GmbH  
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### ■ SCANDINAVIA & UK AGENT

Aviator Service [www.aviatorservice.com](http://www.aviatorservice.com) working with Kalros Aviation, Poole, Dorset, tel: 01202 805179, email: [peter@kalros-aviation.co.uk](mailto:peter@kalros-aviation.co.uk)

### ■ \*PRICE

Base price of an Aquila A211GX is €148,000. Aircraft as tested: €170,000 (both prices ex VAT)

starboard and neutral from port, positive longitudinally and strongly positive directionally.

Back at Saltby things are pretty quiet, so I try a few more touch and goes on the tarmac runways of 02 and 07, and the grass R07, including one approach with plenty of sideslip. As the tarmac R07 is quite long and also into wind, I decide that for my last circuit I'll try it flapless. To be honest, I've always been a little cynical

both confirm that it really was very quiet. Intrigued, I wander down to the departure end of the runway to find out for myself if the noise level really is as low as they claimed. The measured noise output is said to be eleven decibels below the already very stringent German limit, and as the Aquila soared past I simply had to agree – it really is remarkably quiet. In fact, it is so quiet that farmer John had barely noticed my circuit session, and

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about using flap when taking off from a long tarmac runway in a small aircraft, but the A211's laminar flow aerofoil genuinely needs flap for take off; the wing just doesn't seem to want to fly without flap at 50kt and it's only at sixty that it finally flies after a considerably longer ground roll. Less surprisingly the flapless landing is an even more protracted affair, and the A211 simply floats along the runway in ground effect while showing no inclination to land. Just when I'm starting to think that perhaps I ought to go around it slowly and reluctantly subsidies onto the ground, but we do end up using most of the runway.

As the A211 is claimed to be an extremely quiet aircraft I ask a couple of the club members about their perceptions while I was bashing the circuit, and they

that's a very powerful endorsement for it being farm-strip friendly.

### **Quality, comfort and performance**

Overall, I was very impressed by the Aquila. Students will love the easy, predictable handling, instructors will like the fine field of view and private owners will relish the generous baggage area, large comfortable cockpit and excellent performance, plus the ability to fly over 500nm at 120kt while only burning 21 lph of mogas. However, all that comfort and performance does come at a price – and that price (see spec box opposite) is considerable! Earlier on I described the A211 as being a bit like an Audi or BMW with wings, and it's priced accordingly – but then quality has never come cheap. ■