

# FANTASY AIR

## Introducing the Allegro LSA 600kg

When **light** is not enough

The Allegro EASA Permit to Fly **LSA** (Group A license) bring good looks, extremely high build quality and outstanding performance, at a very competitive price



*Allegro 2007 over the Czech Republic*

The Fantasy Air Allegro was designed specifically to meet the need for a high performance microlight/ VLA aircraft at an affordable price. By using a composite fuselage with aluminium alloy wings, tail and rudder, a very strong but lightweight structure can be produced at an economical cost, bringing real value for money to sport and training aviation. The design origins go back to 1999 and the model has constantly evolved into the well tried and tested aircraft available today, which with the new 2007 model now has further major improvements, with larger doors, wider & higher cabin space, and enhanced flying qualities, thanks to a new fin and rudder. Some 400+ aircraft have been built since the original prototype and are flying in many countries world-wide. The Allegro is one of the top selling Light Sport aircraft in the USA with the enviable reputation of having the best price / performance / value for money ratio, and has also been given an award for the best LSA trainer due to its " Exceptional and safe flying qualities, overall toughness and reliability"

The metal skinned "T" tail design keeps the empennage out of the way of stones on short farm fields and the main undercarriage, made from a very tough Kevlar composite, together with telescopic rubber suspension on the nose wheel leg soaks up the energy from hard landings and rough, bumpy strips.

The cockpit interior is fully lined with a luxury and a touch of class in "public loo" interior found on the much LSA types!

With its slippery shape, aided by a single wing strut, un-strutted tail and than Dacron or Ultralam plastic skins, performance with a 95-100 knot 12/13 litres/ hour fuel burn. With the around 450 miles, with 10% reserves or with the optional wing tanks over 700 miles, which together with the roomy cockpit and generous luggage space, that is accessible in flight, the Allegro makes an ideal go anywhere touring machine.



velour type fabric adding an air of comparison with the speckled paint more expensive CTLS and Remos 600

unique low drag cooling system, faired smooth, painted flying surfaces rather the Allegro has a very high economical cruise speed at around standard tank this gives a safe range of

The safe, forgiving handling and tough landing gear also make it a perfect trainer, and with the top hinged doors, which can be left open in flight up 75knots (subject to UK approval) flying on those balmy summer weekends and evenings is pure pleasure.



The Allegro – Born to bring out the flyer in you

**Technical Specifications Allegro - EASA - LSA – (Group A license)  
600kg MTOW version**

Will also be available as a 450kg microlight

Wing	Tapered wing with SM 701 aerofoil
Engine	Rotax 912S 100hp (Rotax 912 80hp option)
Fuel Tank Capacity	63 litres (Optional wing tanks give 103 litres total)
Propeller	Woodcomp – Composite 3 blade ground adjustable
<b>Dimensions</b>	
Wing span	10.8m - Tapered outer wing panels
Overall Length	6.1m
Overall Height	2.1m
Cockpit width	1.2m (10cm wider than a 4 seat Cessna 172 !)
Wing Area	11.4m <sup>2</sup>
Gliding ratio	1:12
<b>Weights</b>	
Max Take Off Weight	600kg
Typical Empty Weight (Depending on equipment)	272-275 kg with Rotax 912 ) Depending on 274-278kg with Rotax 912 S ) equipment level
Load factors	+4,0g -2,0g
<b>Performance (with Rotax 912 100hp @ MTOW)</b>	
Max speed (Vne)	120kts (138mph)
Cruise speed	100kts (115mph) ≈13litres/hour
Stall speed	35kts (40mph)
Rate of climb	1,200 ft/min
Max duration	4.5 hours with reserves @75% power (Main tank only)
Take off run	<150m
Take off to clear 15 m	250m
Landing run	<100m
Landing over 15 m obstacle	220m

(Specifications may change pending UK approval)

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