



Fantasy Air Allegro

When **light** is not enough

The Allegro MicroLight and Very Light Aircraft (Group A) bring good looks, extremely high build quality and outstanding performance, at a very competitive price



New Allegro 2007 model 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 it will now be available in the UK for the first time.

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 Kevlar composite, together with telescopic rubber suspension on the nose wheel leg, soak up the energy from hard landings and rough, bumpy strips.

The fuselage is sub-contract manufactured by the same company that produces the Extra 300 which is a world championship winning, all composite aerobatic aeroplane, certified to plus and minus 10g

With its slippery shape, aided by a faired single wing strut, un-strutted surfaces rather than Dacron or has a very high performance with speed at around 12/13 litres/ hour around 400 miles, still with 10% cockpit and generous luggage the Allegro makes an ideal go



unique low drag cooling system, tail and smooth, painted flying Ultralam plastic skins, the Allegro an 90-95 knot economical cruise fuel burn. This gives a safe range of reserves and with the roomy space, that is accessible in flight, anywhere touring machine.

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 - UK 450kg MTOW Microlight version

Also available as a VLA (Group “A” licence) version

Wing	SM 701 profile, (Tapered wing on VLA version)
Engine	Rotax 912 80hp - (Jabiru 2200 or Rotax 912S 100hp possible option depending on demand and approval)
Fuel Tank Capacity	63 litres
Propeller	Woodcomp – Carbon composite - ground adjustable
Dimensions	
Wing span	9.6m on SW = Short wing model
Overall Length	6.1m
Overall Height	2.1m
Wing Area	11.4m ²
Gliding ratio	1:12
Weights	
Max Take Off Weight	450kg
Max Empty Weight (Depending on equipment)	268kg with Rotax 912 80hp 266kg with Rotax 912 S) Subject to demand and approval 262kg with Jabiru 2200)
Load factors	+4,0g -2,0g
Performance (with Rotax 912 80hp @ MTOW of 450kg)	
Max speed (Vne)	120kts
Cruise speed	90kts (≈12litres/hour)
Stall speed	35kts
Rate of climb	1,000 ft/min
Max duration	4.5 hours with reserves @75% power
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 to BCAR Section “S”)

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