

Exhibitor No:

FOR IN FLIGHT: **OR STATIC:** **DISPLAY**

Show No 181

Attention: Requested information will be used by the official Airshow speakers

As well as providing information for the press office, this document will be used as a basis for the official commentaries. Exhibitors should therefore indicate the technical data and commercial information requested, as well as any other information they would like to transmit to the public during the flight program.

MANUFACTURER:	Aéro		
AIRCRAFT TYPE AND NAME:	AT-3		
CATEGORY:			
COUNTRY:			
FIRST FLIGHT:			DISPLAY CREW:
Date: 16/08/2002	Location:		
Crew:			
ENGINE(S):			
Number:	1	Type:	912S
Manufacturer:	Rotax		
Take off rating (Dry):	220 lb	With reheat:	
Propeller(s):	GT-2/173/155 propeller		
TECHNICAL DATA:		COMMERCIAL INFORMATION:	
Empty weight:	816 lb	Prototypes (or pre-prod):	1
Max take off weight:	1 283 lb	Firm orders:	
Max cruise speed:	116 kts	Options:	
Max operating speed:	127 kts	Deliveries:	
Stall speed:	44 kts	Production rate:	
Max endurance:		Number of clients:	
Max range:	432 NM	Contact during the show:	Florent Deprez
ACCOMMODATION:		WEAPONS	
Accommodation:			
Max payload:			
MISCELLANEOUS:			
<p>From the moment the pilot touches the controls he knows that the Aero AT3 is a reliable aeroplane. The metal semi-monocoque structure, the materials selected for its construction and its leaf-spring suspension make it a robust aeroplane capable of supporting rough handling by trainée pilots and allow it to operate from badly maintained grass strips. Its simple aesthetic lines make it attractive to pilots: The low wing, side by side dual control configuration result in a spacious and comfortable cockpit for the pilots. The 360 °field of view, high performance and flight envelope make the aero AT3 a pleasant aeroplane to fly.</p> <p>The robust and reliable design permits the Aero AT3 to operate under severe conditions . maintenance down time has been reduced to a minimum. The aeroplane is easy to maintain and the removal of engine cowls, the canopy and other components takes only a few minutes.</p> <p>The low fuel consumption and simple maintenance make the machine attractive to air club presidents and treasurers</p> <p>The three blade propeller ensures a sound level well below that of traditional training planes and it can be fitted with an exhaust silence. Four French aero clubs have already chosen the AT-3 as their basic training aeroplane.</p>			