

Savannah VG Kits from :

AeroKits...

Note that the Savannah XL is only available as Kit 2. Please call for current pricing.

14/4/09

VG Kit One: This kit contains all the materials needed for building the fuselage, wings with flaperons and slats or VG's, horizontal and vertical tail with elevator and rudder, trim tab on elevator, streamline wing struts drilled for exact alignment and angle of attack, tricycle gear, wheels with hydraulic differential brakes with command on pedals, tyres, air tubes, rudder pedals, stick, flap control, control systems and control cables for elevator and rudder, with turnbuckles, thimbles, shackles, all fitted to the right length and closed with nicropress sleeves, with certified equipment.

All the pieces come from a serial production by CNC machines in order to obtain a drastic cost reduction and to achieve a superior quality as a final result. This also allows for a perfect interchangeability of spare parts requiring no further adaptation.

All metal sheets are cut in the right dimensions, bent and moulded where needed. Then they are drilled and deburred, ready to be riveted with blind rivets supplied in the kit. (The pneumatic rivet gun and some clecos are supplied with the kit)

Parts requiring solid rivets are supplied already finished ready for easy assembly (wing spars, some fuselage parts etc...).

Also included in kit one:

- All AN bolts with nuts and washers
- Safety wire
- Wing tanks (72 litres total) with 6 litres reservoir with reserve floating indicator for condensed water, fuel valve, and complete fuel tubes to the fire-wall.
- 4 point attachment seat belts
- Double throttle control
- Plastic wingtips for wings, ailerons, slats and tail
- Jigs for ailerons

Not included in kit one:

Engine mount, engine cowlings, engine, propeller, water and oil coolers, tubes, hoses, pipes, clamps, seats, instruments, electric system, paint, internal upholstery.

Estimated time for assembling (Painting and upholstery excluded) 100 hours + engine and systems installation.

VG Kit Two:

Same as Kit one, but including:

Engine mount for Rotax 912, with silent-blocks; engine cowlings; water cooler; hoses with steel spiral core, oil tubes and NORMA and ABA clamps;

Cabin heating system;

Firewall forward fuel system, with electric fuel pump, filter, fuel distributor return against vapour-lock, rubber stratified hoses NBR+CR with NORMA clamps; Exhaust system and muffler; Airbox with carb heat 912ULS only.

Instruments: 3-1/8" airspeed indicator, 3-1/8" altimeter, 3-1/8" vertical speed indicator, 3-1/8" RPM for Rotax 912, 2" or 2-1/4" slip indicator, compass, voltmeter, oil pressure gauge, oil temperature gauge, left and right CHT, hour meter, airbox temperature indicator, fuel pressure.

Electric system complete with battery (not filled), key switch, 2 thermal breakers, switches for additional devices (position and strobe lights), battery charge warning light, fuel reserve warning light with test button, landing light, cabin light, electric trim for elevator.

Separate cloth seats.

What is not included for finishing the aircraft:

Engine Rotax 912UL with oil tank, regulator rectifier, propeller. Estimated time for assembling (painting and upholstery excluded); 250 hours.

Kit Three;

Same as Kit two, but including Rotax 912 UL (912ULS 100 HP option), engine regulator, oil tank. Estimated time for assembling (painting and upholstery excluded); 350 hours

Kit Four;

Same as Kit three, but including wings fuselage, tail, ailerons, elevators and rudder already assembled and positioned. Internal upholstery, engine, and instruments are included but not fitted.

Estimated time for assembling (painting and upholstery excluded): 110 hours.

Please call Reg Brost on 0267299202 for further info.

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