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JULY 2003

"Let the Spirit move you"



Spirit
Ae270

from Ibis Aerospace Ltd



Ae270 SPIRIT

If an airplane had a heart...



Never mind the crowd of others; it's time to inspire awe. The Ae270 is not ordinary: It gleams attention; it begs approach. Like the adrenaline of a landing approach, there's the rush to take a closer look. From here you see the hands that crafted it. A touch confirms the magnificence of its workmanship. A step inside and it envelops you with comfort unequivocal. The Ae270 is about a different attitude, a unique experience and lofty possibilities. This is a machine that exudes a Spirit. But what exactly is that Spirit?

A Spirit can't be touched. Although inanimate without human input, an airplane is a tangible product. It is built by impassioned hands and impassioned minds. Its builders represent the Spirit of their craft. They define it, build it and fly it. Likewise, a Spirit represents opportunity. A Spirit is the product and tool of time and travel and accomplishment. The Ae270 from Ibis Aerospace derived from, and has evolved into just such a Spirit.

GLOBAL CONCEPT:

Originally conceived in the early eighties, the Ae270 is a product of an evolution – an

evolution of international proportions. This product has origins in vastly different geographies around the world. One is on the western edge of the Pacific, at the pulse of Asian commerce and culture. The other is nudging its way at the core of Europe, determined to gain membership into its economic center. Another, the Americas, represents for Ibis the new world – an exploration that's never at its end. With the Ae270, Ibis will fulfill the needs of new economy explorers around the globe. There's a Spirit of cooperation that makes this global effort come together perfectly.

Starting with the European influence, a border with Germany on the East and Austria to the North, consider the Czech Republic – a land of Bohemians that have for centuries resisted the pressures of socialism and dictatorships. But true to their characteristic persistence, one accomplishment of the Czech people has borne many positive outcomes. The factory of Aero Vodochody, near the city of time-locked beauty that is Prague, produces the L159 light attack and training aircraft and the L39 jet trainer family.

Aero has an excess of capacity here, allowing its aero-structures division to also

produce portions of the S-76 Sikorsky helicopter, Boeing 747/757/767, F-18 fighters, and Dash-8 turboprops. It's an eighty-year history that gives credence to some of aviation's finest products. Recently, Aero set out to build its own civil aircraft. These impassioned efforts yielded the Ae270. It's the product of sophisticated engineering, skilled fabrication and assembly and experienced flight-testing.

However, opposites attract, and opposite the globe from Aero one finds Aerospace Industrial Development Corporation (AIDC) of Taiwan. A partner in commerce as well as all things production, AIDC shares the same breadth of experience as Aero. Its accomplishments include production of the IDF jet fighter and F124/125 engines. Aero-structures deliveries at AIDC include Boeing 717, Sikorsky S-92, Bombardier BD-100 continental business jet, and Lear 45 and C-21J business jet aircraft sub-assemblies – quite a crowd of pleasers.

Manufacturing contributions by AIDC on Ae270 development include critical elements such as wings and windshield frame. But these are elements beyond the ordinary. Whole wing assemblies are

transported from Taiwan across the expanse that is Siberia where they are mated with their fuselage at the Aero factory. The windshield frame is a finely tooled two-piece unit that reduces fabrication and assembly costs, and provides generous structural support while reducing weight on the aircraft. These components represent state-of-the-art aircraft fabrication.

HIGH ACHIEVEMENTS:

Together the two venerable companies, Aero Vodochody and AIDC, are joined to create opportunity for high achievements. The achievements for Ibis are numerous; an efficient power management system, a sophisticated flight deck and a bounty of proven systems. But utilization is what matters and flexibility seems the order of the day. Like other business operated turboprop aircraft, the Ae270 transports executives. Though the Ae270 takes flexibility to a new level. With designed-in safety and unmatched cabin comforts, this aircraft will do more. The wealth of possibilities has yet to be defined.

As one, these two companies are Ibis

single-pilot operation.

This is an aircraft of not only substance, but also stature. It measures 40.12 feet (12.23 meters) in length, has a wingspan of 45.35 feet (13.82 meters), and stands 15.69 feet (4.78 meters) high. This is big considering it can accomplish what any Piper Malibu owner might expect, in addition to carrying double the payload.

For some that extra payload might simply translate into extra cabin comfort. For example, Ibis states a maximum take-off weight of 8,157 pounds (3,700 kilograms). This amply accommodates six persons, plus pilot, in an executive configuration on any 1,000-mile trip. Maximum payload in a passenger configuration is 2,337 pounds (1,060 kilograms).

An all cargo configured Ae270 can expect a maximum payload of 2,683 pounds (1,217 kilograms). Again, the aircraft's flexibility is the measure of achievement. Many operators will find that they utilize their Ae270 more often and on a greater variety of missions. There is less need to consider baggage limitations when you've got room to spare.

kilograms), keeps the turbine supplied. A high aspect ratio (9.1) wing and high lift airfoil provides a stall speed of 64.6 KEAS on the low end of the time versus distance spectrum.

The wings also hold integral fuel tanks. Long span single-slot Fowler type flaps direct airflow. All ailerons, rudder, and elevator trim tabs are electrically controlled. Pneumatic de-ice boots occur on all critical leading edges. A one-piece fuselage mounted stabilizer and conventional vertical tail provide positive directional stability. The landing gear incorporates trailing link main gears for comfort while taxiing. The Ae270 is an airframe of stature and substance.

Every turboprop is measured by its ability to dominate on short- to medium-haul routes and to fly into and out of rural airports or remote locations. The Ae270 really excels here. Takeoff ground roll, the lowest of any single-engine turboprop, is a mere 845 feet (258 meters). And landings are accomplished in as little as 850 feet. Furthermore, range and economy are improved again by incorporation of the most advanced turboprop engine available today.

“FROM THE CITY OF A CLASSICAL HEART COMES AN AIRPLANE APPROPRIATELY CALLED SPIRIT”

Aerospace Ltd., a joint-venture company. Their mission is building new traditions. The first public presentation of Ibis' first offspring, the Ae270, occurred in December 1999. Less than one year later it made its maiden flight, wings articulated as if to show a proud parent. A few months later in October 2000, the Ae270 crowd received word that a higher performance PT6A-66A would be utilized. Meanwhile, the aircraft continued to prove itself, completing flight tests and performing a demonstration at the Paris Air Show in June 2001. First flight of Ae270 conforming prototype took place in February 2003, earning its latest crown.

BACK TO BASICS:

For a closer look at the Ae270, let's begin with the basics. The Ae270 is an all-metal construction, low wing, retractable gear, single-engine aircraft with a pressurized 10-place cabin (nine passenger). It gets power from a PT6A-66A turbine engine that, at 850 SHP, swings a four-bladed, all-metal Hartzell propeller around an eight-foot (2.44 meter) diameter path. This unparalleled power source translates into unbeatable operation costs. The aircraft will receive its airworthiness certificate under FAR Part 23, normal category,

A unique feature of the Ae270 that has yet to fully reveal itself is the split passenger/cargo door that Ibis will introduce with the first customer delivered units. At an overall width of 4.10 feet (1.25 meters) by height of 4.27 feet (1.30 meters), the main cabin door will aptly accommodate boarding passengers and loading bulk cargo. However, this door can be opened two ways. An integral air stair at the forward end of the larger door (approximately the forward 60%) opens independently. This ensures that regardless of location or climate only passengers will enter. However, should the need arise for loading large items, the full-size cargo door is a handy feature. Ibis is the first to incorporate such an innovation on a production business aircraft.

In terms of spaciousness the Ae270 measures in at a useful cabin length of 18.04 feet (5.5 meters). The width is 4.76 feet (1.45 meters) and height is 4.46 feet (1.36 meters). Additionally, a separate cargo compartment provides 235.3 cubic feet (6.63 cubic meters) of volume.

This is a 270-knot (coincident with its model number) aircraft at 30,000 feet – enough performance to conquer the surliest of skies. Maximum total fuel of 302.9 US gallons, or 1984 pounds (1146 liters or 900

At its best rate of climb, the Ae270 ascends at 1,790 feet-per-minute reaching a maximum operating altitude 30,000 feet in under 25 minutes over 63 miles consuming 168 pounds of fuel. The Ae270 can negotiate 1,456 nautical miles, reaching a cruise speed of 266 KTAS. At this rate, fuel flow is estimated at a low 321 pounds per hour, over 5 hours 35 minutes.

Ibis Aerospace has bred a unique product with the Ae270. So much so that the company felt it should be called by a special name. Given that it can be characterized by so much enthusiasm and that it has a personality all its own, naturally it should be called Spirit. And that's exactly what Ibis calls its executive configured propjet, the Ae270 Spirit.

The birthplace of the Ae270, the city of Prague, has been said to provide a pristine view of a thousand years of history. At the end of this city's millennium comes an airplane that incorporates the best of history. From the city of a classical heart comes an airplane appropriately called Spirit. The allure of this Spirit is seen in the awe that it inspires. It's getting noticed. The Spirit is alive; its heart has a pulse.

THERE'S A NEW *Spirit* IN THE AIR!



There's a new *Spirit* in the air!

It's Capable and Spacious.

It's Sensible and Swift.

It Maximizes Time and Travel.

Consider the Possibilities.

Let the *Spirit* move you.

The Ae270 *Spirit* makes first-class travel affordable and convenient. What more could you want? Always there, ready to deliver, the Ae270 *Spirit*. Inquire now. Available in early 2004.

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