



LASTA Fully acrobatic basic trainer aircraft



LASTA aircraft is intended for initial and basic training of pilots, and for smooth transition to higher-level pilot training.

It is designed with low landing and takeoff speeds, and is developed on the concept of error-forgiving design to make it friendly for inexperienced pilots.

The aircraft was designed in compliance with the Federal Aviation Regulations (F.A.R. – Part 23: Airworthiness Standards), namely:

- **Basic version of the aircraft** is built against the requirements for the acrobatic category, for loads of (nz_max = 6.0, nz_min = -3).
- Armed version of the aircraft is built against the requirements for the utility category, for loads of (nz_max = 4.4, nz_min = -1.8).

The aircraft specification and upgraded avionics enable full pilot training for all applications, including:

- basic flying,
- formation flying,
- air navigation,
- basic elements of night flying,
- basic elements of instrument flying
- basic elements of gunning, rocketing and bombing (GRB).



Aircraft description

Weights and Dimensions

 Maximum takeoff weight Landing weight Dry weight, with equipment Overall length Wing span Overall height Distance between wheels Wing surface area 	1,205 kg 1,118 kg 903 kg 7.96 m 9.70 m 2.99 m 2.25 m 12.9 m ²
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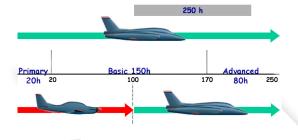
Operational capabilities

• Maximum level speed at S/L 320 km/h 105 km/h

- Stalling speed "flaps down", idle
- Maximum rate of climb at S/L •
- Maximum roll rate
- Service ceiling
- Ground run on concrete runway
- Take-off to 15 m (50 ft)
- Landing from 15 m (50 ft)
- Landing run on concrete runway
- Endurance

Lycoming AEIO-540-L1B5D Engine

- Six cylinders
- Flat ("boxer") engine
- Direct fuel injection
- Air cooling
- Designed for aerobatic flying
- Hartzell twin-blade propeller
- Maximum continuous output • (H = 0 at 2700 r.p.m.) 220 kW



8.8 m/s

6500 m

240 m

430 m

540 m

270 m

3.5 hours

22°/s





Should you have any further enquires, please do not hesitate to contact us at **fdsp@eunet.rs** All the data given in the brochure are for information purposes only. The final configuration and/or technical specification are defined for each contract individually.



