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# Borey

Ideal choice for private pilots and flying schools

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**Borey** (Bopé $\alpha$ c) – God of the north wind (from Ancient Greek mythology) Borey is an amphibious aircraft

Certification rules:

- the Canadian Advanced Ultra Light Aeroplane Standards (AULA)
- LTF-UL (650 kg) Germany and countries that have approved these rules
- ASTM 2245 USA and countries that have approved the rules

of Light Sport Aircraft (LSA) sertification

## **ADVANTAGES**

- Simple to fly and to maintain
- Ideal for pilot training on flying amphibious seaplane
- Ideal for hunters, fishermen, adventurers
- Composite structure
- Large cargo compartments
- Safe Design
- Ballistic Parachute System, BRS (option)
- Can operate in wind waves up to 50 cm (19.7 inches)
- Short takeoff on land and on water
- Ability to taxi through shallow water overgrown with sedges
- Ability to ramp up from water onto shore and vice-versa
- Snow ready (skis option)
- Airframe warranty two years or 100 flight hours (whichever occurs first)
- Responsive customer service and support

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Simple and Reliable

# AIRCRAFT PERFORMANCE

Category	AULA	LSA
Maximum take-off weight, kg (lb)	560	650 (1433)
Engine	Rotax 912UL	Rotax 912ULS (S)
Engine power, KW (hp.)	59.65 (80)	74.57 (100)
Never-exceed speed Vne, km/h (knots)	198	198
Maximum cruise speed, km/h (knots)	154	185 (100)
Stalling speed , km/h (knots)	67	70 (38)
Rate of climb, m/s (ft/min)	4	4 (787)
Take-off run (land), m (ft)	160	150 (492)
Take-off run (water), m (ft)	210	200 (656)
Landing roll on land, m (ft)	150	150 (492)
Landing roll on water, m (ft)	200	200 (656)
Take-off distance (land), m (ft)	375	350 (1148)
Take-off distance (water), m (ft)	475	450 (1476)
Maximum flight range with extra tanks 30 L, km (nm)	900	900 (485)
Wave height capability, m (ft)	0.5	0.5 (1.64)

# AIRFRAME

### Seats – 2

Front cargo compartment – up to 50 kg Aft cargo compartment – up to 50 kg Slide windows on both doors Titanium spring struts for outrigger floats Flaperons - manually operated Structure – carbon-fibre composite glass and carbon composite Colour – white Service placards are in English Landing gear retraction – manual Brakes – hydraulic, from the left seat pedals Towing eye Main wheels – 5.00 x 5 Landing gear – with steerable tail wheel

> Steerable tail wheel Provides easy ground and water control

Flaperons

Efficient wing-flap

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Step

Reduces take-off run on water



## **AVIONICS**

### Display Glance EFIS-105, including PFD, MFD, EMS and voice information system:

### **PFD features indicators:**

Airspeed Turn-slip VSI Altimeter Magnetic compass Gyro horizon G-meter OAT

### **EMS features indicators:**

Tachometer Cylinder head temperature Oil temperature Oil pressure Fuel gauge in the left and right tanks On-board electric system voltage level and battery charge current MFD features: Ground speed GPS navigator Flight planning

### **OTHER STANDARD EQUIPMENT:**

Backup Airspeed indicator 3-1/4" Transceiver Garmin GTR-200 (8.33 kHz) with intercom Fuel boost pump Electrical elevator trim tab with indicator Generator failure indicator Battery: 16 A·h Carburetor heating Cigarette lighter: one on the left Cockpit lighting Jacks for two headphones ELT 406 ready (Option) Pitot heat with failure indicator Pitot probe cover Elevator and flaperon gust locks Maintenance documentation (English) Flight log (English)

1 Display Glance EFIS 2 Fuel pump switch 3 MASTER switch 8 Circuit breaker panel 9 Elevator trim indicator remote control 13 Pitot heat switch 17 Choke knob 19 Throttle 20 Ignition switch 21 Starter button 22 DC 12 V socket 23 NAV&STROBE

# **STANDARD CONFIGURATION**



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4 Landing gear lock indicator 5 Generator failure indicator 6 Pitot heat failure indicator 7 Backup speed indicator 10 ELT (emergency location transmitter) 15 Carburettor heat control 16 GARMIN GTR 200 or similar

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# **OPTIONS**

BRS: + 18 kg The second cigarette lighter on the right: + 0.3 kg Landing light: + 0.6 kg Electrical bilge pump: + 1.1 kg Cockpit heating: + 3.1 kgBrakes for the right seat position: + 1.4 kg Parking brake: + 0.4 kg GARMIN G-5, including magnetic compass (instead backup speed indicator): + 0.8 kg 2 Headrests: + 0.8 kg Transponder Mode S: + 2.0 kg EFIS G-3X, including PFD and EMS, instead of Glance: + 6.0 kg Additional features G-3X: transponder Mode S, including ADS-B in & out: + 1.5 kg; backup transceiver GTR-20R TAWS: + 0 kg; weather receiver: - 0 kgCamcorder: + 0.5 kg Docking station for Garmin 795/796 on the right panel: + 0.6 kg Interconnection of the auxiliary auxiliary aidio (3.5 mm) on the headset through the intercom: + 0 kg Rotax 912S: + 0.7 kg Rotax 912 A/F: +0.0 kg Aft cargo container: + 2.8 kg Set of snow skis (not amphibious): + 6.0 kg (taking into account the reduction in weight by removing the wheels of the main and rear landing gear) Painting of engine cowling, propeller spinner and rudder in one of three colours: red, yellow or deep blue



2 life jackets Drag anchor Harbour anchor Cover for cockpit Covers, full set

Additional equipment not included in the weight summary:

POLARKID

- 2 oars/boat-hooks
- 2 headset with microphone
- Garmin 795/796 + GDL 39 3D kit
- Electric heater for preheating instruments and cockpit, powered by the cigarette lighter WARNING: the total weight of optional equipment must not be more than 18.5 kgl

In summer of 2018, three AeroVolga aircraft, one Borey model L accompanied by two LA-8 performed a flight navigating around the world along the Polar Circle over the territories of eight countries: Russia, USA, Canada, Greenland, Iceland, Norway, Sweden, Finland and Russia.

The trip took 43 days, the aircraft flew more than 20,000 km over land, seas and oceans without failure or incident.

#### MANUFACTURE







Aéronautique Design & Service Bureau SA, Rue Agasse 54, 1208 Geneve, Switzerland, Telephone: +41765838056, e-mail: alafinov@gmail.com