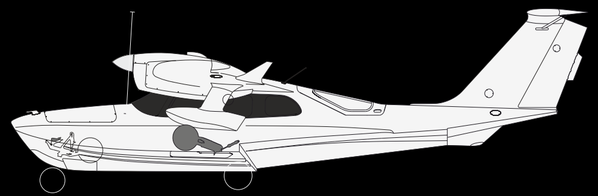
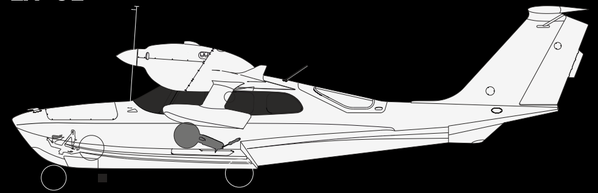
LA-8

LA-8C



LA-8L



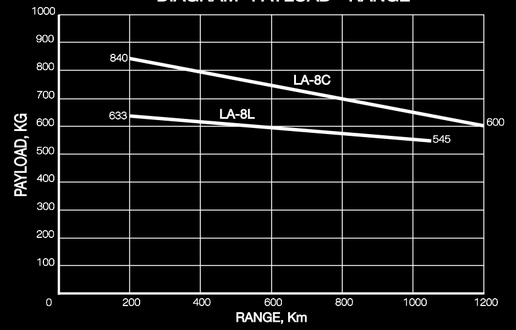
The amphibian aircraft AeroVolga LA-8 is designed to operate in all latitudes and climatic zones, in fresh and salt water.

The aircraft's landing gear allows operating from paved and unpaved runways, including: ground, asphalt and snow-covered runways. Seagoing ability allows operations with wave height up to 0,5 m. Minimum length of runway is 400 m.

The amphibian aircraft is equipped for instrument flight rules (IFR) operations.
The 3-axis autopilot system with auto-trim and yaw dumper function is also available.

Maximum useful load of LA-8C (for IFR version) is 890 kg. MTOW 2,720 kg.
Maximum fuel weight is 295 kg in main fuel tanks and 70 kg in auxiliary fuel tanks.

DIAGRAM "PAYLOAD - RANGE"



1. The weight of the crew is included in the Payload
2. Without fuel reserve

Amphibian aircraft LA-8 is designed and made in accordance with the FAR-23 (CS-23).

It can be operated with one or two pilots and carry six to seven passengers.

It is a monoplane with high fixed wing and three-point chassis with a forward support. Stability on water is provided with underwing floats. The entrance to the aircraft is in back part of a fuselage with a top-opening entrance hatch (aperture of 1,2 x 1,8 m) and ladder.

Lateral emergency exits are located on the right and on the left, at the level of the first row of seats.

Additional hatch is situated at the front row level , opening up for an exit to the top of the fuselage.

The aircraft has composite airframe (fiberglass with epoxy or epoxy-ether binding).

Internal metal knots and details are made of aluminum alloys and steel with strengthened anticorrosive covering, with external elements of the aircraft and the chassis made of corrosion-resistant steel.

LA-8

FLIGHT DATA OF THE LA-8 AMPHIBIAN AIRCRAFT

	LA-8C	LA-8L
Length, m	10.75	10.75
Wing span, m	14.4	14.4
Ramp height, m	3.3	3.3
Track of landing gear, m	1.95	1.95
Wheelbase of landing gear, m	3.46	3.46
Wing area, sq.m	20.2	20.2
Cabin dimensions		
Length total, m	4.02	4.02
Length of cockpit, m	2.45	2.45
Height, m	1.55	1.55
Width, m	1.61	1.61
Weight and loads		
Max. TOW, kg (Lb)	2720 (6000)	2720 (6000)
Empty weight, kg (Lb)	1830 (4035)	1850 (4078)
Fuel capacity, kg (Lb)	295 (650)	295 (650)
Max. useful load, kg (Lb)	890 (1962)	870 (1918)
Max. number of men-on-board	8	8
Min. crew	1	1
Operating limits		
Never exceeded airspeed Vne, km/h (kTs) IAS	280 (150)	280 (150)
Maneuvers speed VA , km/h (kTs) IAS	230 (125)	230 (125)
Stall speed Vso , km/h (kTs) IAS	112 (60)	112 (60)
Maximum approved altitude, m (feet)	3.000 (10.000)	3.000 (10.000)
Max. airport altitude, m (feet)	1.500 (5.000)	1.500 (5.000)
Max. wave height for sea operation, m (inch)	0.5 (20)	0.5 (20)
Max. crosswind, m/sec (kTs)	15 (30)	15 (30)
Min. depth for on-water operations, m (feet)	1.5 (5)	1.5 (5)

AeroVolga LA-8 is offered with the following piston engines options:
Lom Praha M337C-A V (take off power 235 HP);
Lycoming IO-540 (take off power 260 HP).

The Lom Praha M337C-A V engines are equipped with supercharge and fuel timing injection system. They are mounted with two MTV-12 or Hoffman three-blade propellers, with a diameter of 1900 mm.

Feathering blades are reversive, with constant frequency of rotation and turn regulator.

Both engines can run on automotive gasoline.

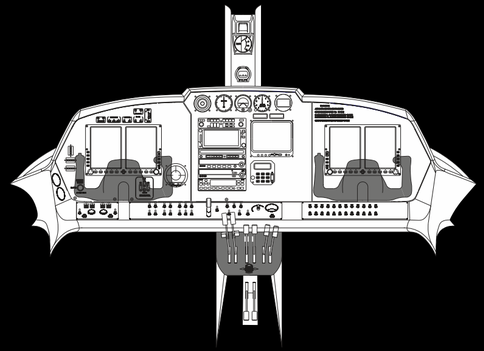
This layout allows for operational cost of the aircraft of approx. $450 USD/hour*

* (according to the standard method of calculation for USA, may vary depending on the country of operation).

LA-8

AVIONICS

The main flight instrument is a Garmin G500 MFD (or equivalent) certified for multi-engine piston aircraft.
Aircraft is equipped with set of flight, navigational and radio-link equipment:



- Horizon indicator, including the use of a synthetic image of the area according to the navigation complex
- Pitot TP-156 or analogue, with heating and indication of heating failure
- Static pressure reception system with possibility for switching upon an alternative source of static pressure
- Dual flight and navigation indicators (PFD and MFD displays for both pilots)
- Engine monitor EDM-960 TWIN
- GPS/NAV/COMM system GARMIN GTN-650 (in option: GTN 750, with additional audio panel control, transponder and approach charts viewing)*
- Reserve: speed indicator/altimeter/slide indicator
- Accelerometer
- Clock
- Compass magnetic 1 /" with a horizontal compass face
- System of fuel indication, for the right and left fuel tank groups
- Alarm system panel (with brightness control)
- Chassis indication panel (with brightness control)
- Radio navigational GTN-650 unit (TAWS optional)
- Audiopanel with possibility up to 6 Intercom connections (in option: stereo, mp3 player, marker receiver)
- 6 terminals for headsets
- Stall warning system with heated sensor
- Rear-View cameras

3-axis autopilot with autotrim on three channels and yaw damper is installed to increase safety of the aircraft.
The autopilot allows operation in automatic mode according to flight plan information, using data from the navigation system.
Additional backup devices can be installed: turn indicator, vertical speed indicator, CDI indicator, ADF indicator or G-meter (option)
The aircraft can be equipped with removable iPad with air navigation data and navigation programs, for standard version
– AirNavPro with Jeppesen Navigation Database.

* If one (1) GTN-650 is installed, then SL30 NAV/COMM (with transmitter of 10 W and receiver VOR/ILS) , or/and SL-40 (GTR 225,10/16 W) is used as a second VHF radio.

Garmin G500 MFD (or analogue)
certified avionics display system
or multiengine piston aircraft.

LA-8

SPECIAL APPLICATIONS

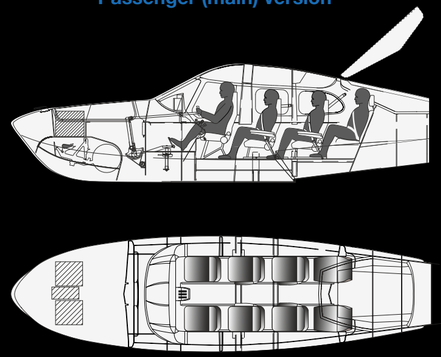
The design of the aircraft allows for a quick (15 minutes) transformation from a passenger to cargo version.
(Self-Installation of strapping shoes for mooring. The cabin of the aircraft allows carrying cargo up to 4 meters of length).

The medical version of the aircraft can be equipped with two places for bed-ridden patients and one seat for accompanying physician.
Re-equipment of the aircraft from passenger modification into air ambulance in less than 30 minutes.

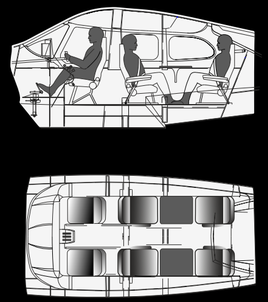
The construction and flight duration capabilities of the LA-8 aircraft provide for prefect aircraft
for aerial surveillance and land/water monitoring, collection of water samples, monitoring of underwater area
with echo-sounding devices, sonars, optical and radar equipment can be installed on the aircraft.

LA-8 aircraft can be equipped with non-retractable ski set allowing operation
from prepared snow-covered runways, and from deep snow.

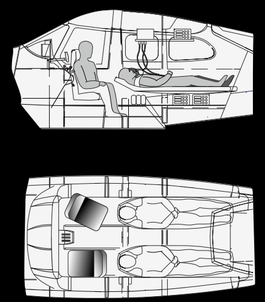
Passenger (main) version



Passenger de-lux version



Ambulance version
















LA-8 is a yacht of the skies.
It opens the vast world
of five oceans!

In summer of 2018, three AeroVolga aircraft, one Borey 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, Denmark (Greenland, Faroe islands), 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.

LA-8

SAFETY

LA-8 aircraft is designed to be the safest aircraft in its class. All systems surpass the mandatory requirements of fail-safe (under the standards of airworthiness for the aircraft of this type). The aircraft is equipped with two bilge pumps, in forward and central compartments, with an expulsion of overboard water above the floating line and anchor (with nylon cord 30 m).

LA-8 aircraft is equipped with flight navigation system which allows operating in intricate meteorological conditions.
The aircraft is designed to continue horizontal flight in case of one engine failure (with automatic feathering of the propeller of the failed engine).

For altitude control the aircraft is equipped with two pilot-static sources with heated pitot displayed on three independent indicators;
reserve static source from the cabin.
From CFIT radio equipment to prevent the aircraft is equipped with radio altimeter, the course-and-glide information is displayed from two independent receivers. A video camera is used to provide rear visibility during flight and taxiing.

For relative altitude determination, GPS is used: (MSL and GND altitude) - these are two onboard systems (GTN-650).

The heated stall warning indicator located on the left wing warns about approaching of the aircraft to stall. Dangerous warning is displayed by a bright red flash light with a warning signal of intercom speaker at the same time.

The aircraft is equipped with a speed computer-analyzer which prevents the reverse activation at speed exceeding 100 km/h, as well as the landing gear retraction at speed below 100 km/h. If necessary to retract or extend the landing gear at slow speed (for example on the water or at maintenance works) the lock should be turned off by special switch.

Each propeller is equipped with a centrifugal lock, making it impossible to shift the propeller blades to reverse at 1.400 RPM.
Thus to prevent accidental reverse activation in flight there is backup locking system.

In addition to the described systems engine control levers are equipped with breaker preventing the deliberate reverse activation by pilot.

LA-8

MANUFACTURER

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