



LA-8

DESIGNED FOR WILDERNESS

LA8 is designed to operate:

in all latitudes and climatic zones



in fresh and salt water



from paved and unpaved runways, including:
ground, asphalt and snow-covered runways



with wave height up to 0,5 m



minimum length of runway is 400 m



equipped for instrument flight rules (IFR) operations



with one or two pilots and carry six to seven passengers



with 3-axis autopilot system, also available with auto-trim
and yaw dumper function



with a maximum useful load of 890 kg



MTOW 2,720 kg



with a maximum fuel weight of 295 kg in main fuel tanks
and 70 kg in auxiliary fuel tanks



Your perfect
companion for
every adventure

LA-8
DESIGNED FOR WILDERNESS



The LA-8 experience,
for *comfort* and *wilderness*

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

It is a monoplane with high fixed
wing and three-point chassis
with a forward support.

LA-8 is the world's only eight-seater twin-engine amphibious seaplane, which is mass-produced. The golden age of the flying water industry remains in the first half of the last century. However, seaplanes provide opportunities not available to any land aircraft. Only they can quickly and comfortably transfer passengers from civilization to the wild. Only they can be an effective means of saving people in the ocean, helping scientists find a way to protect the planet from climate change and the extinction of rare animal species. Only they provide an opportunity to bring adventure to a stylish life and to bring style to an adventurous life.



Instruments

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

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)

MTV-12 three-blade propellers, with a diameter of 1900 mm. Feathering blades are reversible, with constant frequency of rotation and turn regulator

The aircraft can be equipped with emergency recorders, fixing talks of the crew, video recorders, flight data recording system and voice informant.

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

Stability on water is provided with underwing floats

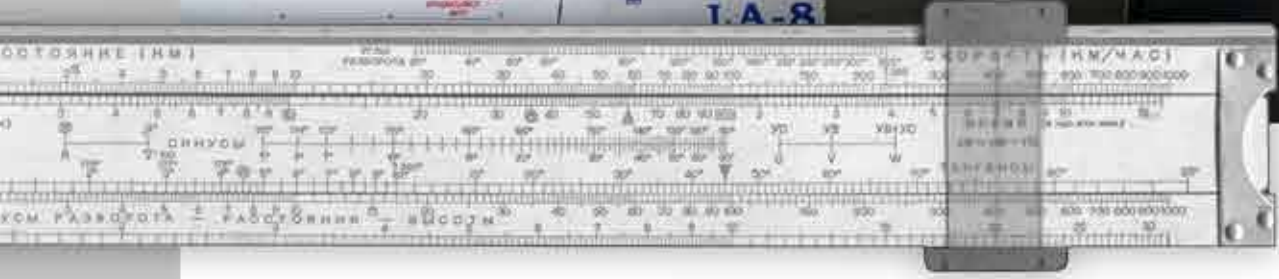
Additional hatch is situated at the front row level, opening up for an exit to the top of the fuselage

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

Airframe

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



Engine

AeroVolga LA-8 is offered with the following piston engines options:

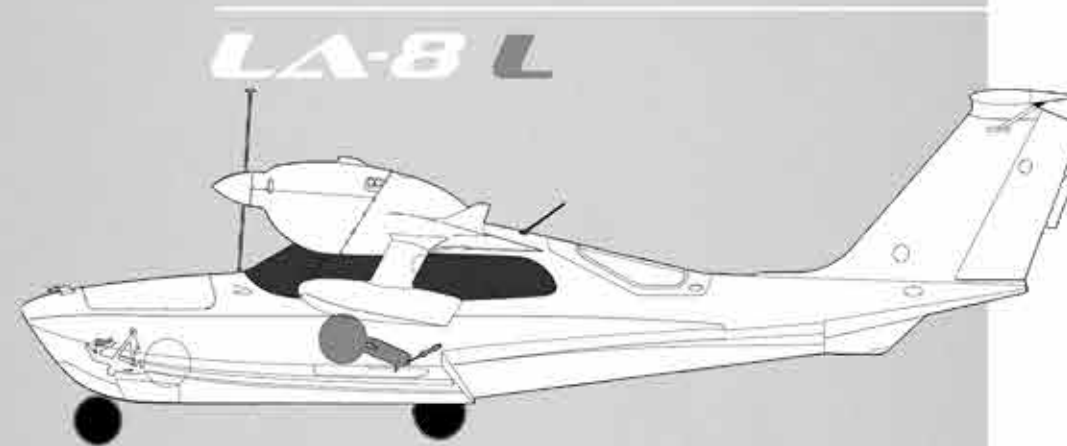
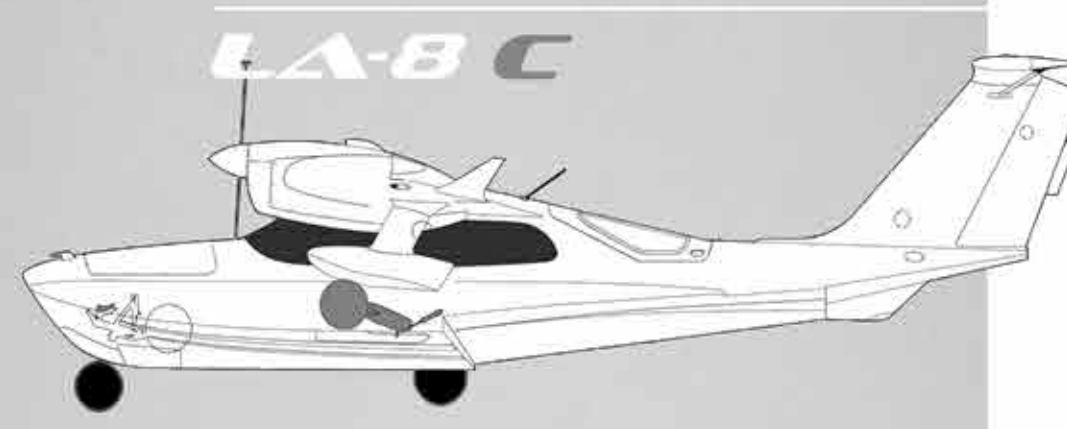
Lom Praha M337C-A V
(take off power 235 HP)

Lycoming IO-540
(take off power 260 HP).

The Lom Praha M337C-A V engines are equipped with supercharge and fuel timing injection system. 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-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

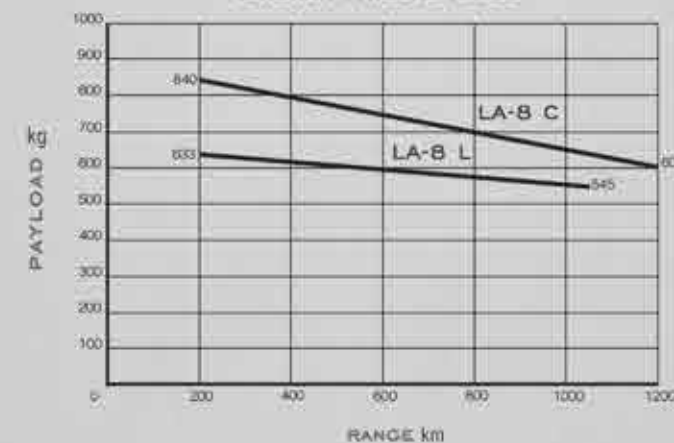
WEIGHT AND LOADS

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

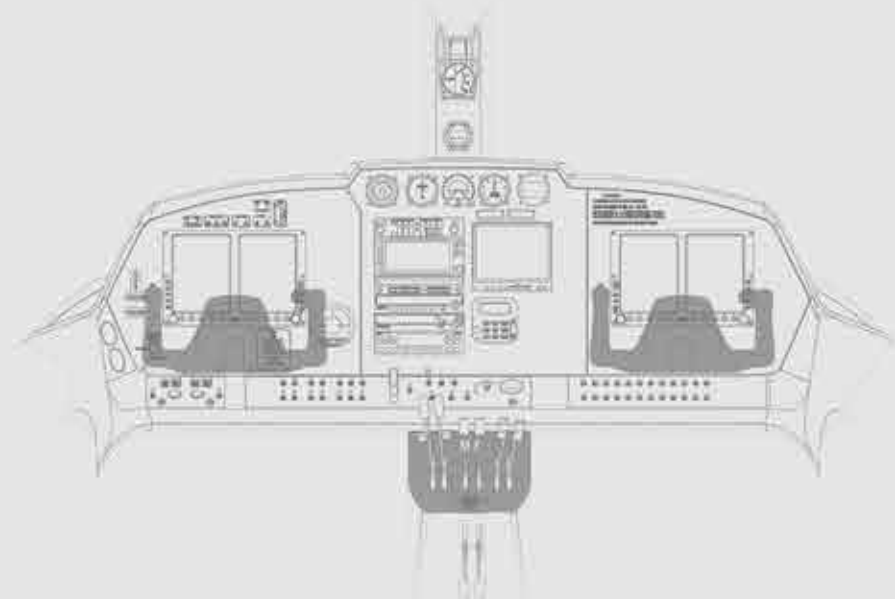
Never exceeded airspeed Vne, km/h (kTs) IAS	280 (150)	280 (150)
Maneuvers speed VA, km/h (kTs) IAS	230 (125)	230 (125)
Stall speed Vso, km/h (kTs) IAS	112 (60)	112 (60)
Maximum approved altitude, m (feet)	3.000 (10.000)	3.000 (10.000)
Max. airport altitude, m (feet)	1.500 (5.000)	1.500 (5.000)
Max. wave 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)

DIAGRAM PAYLOAD-RANGE



*The weight of the crew is included in the Payload

** Without fuel reserve



LA8 cockpit, your *office* with a *view*

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

AUTOPILOT

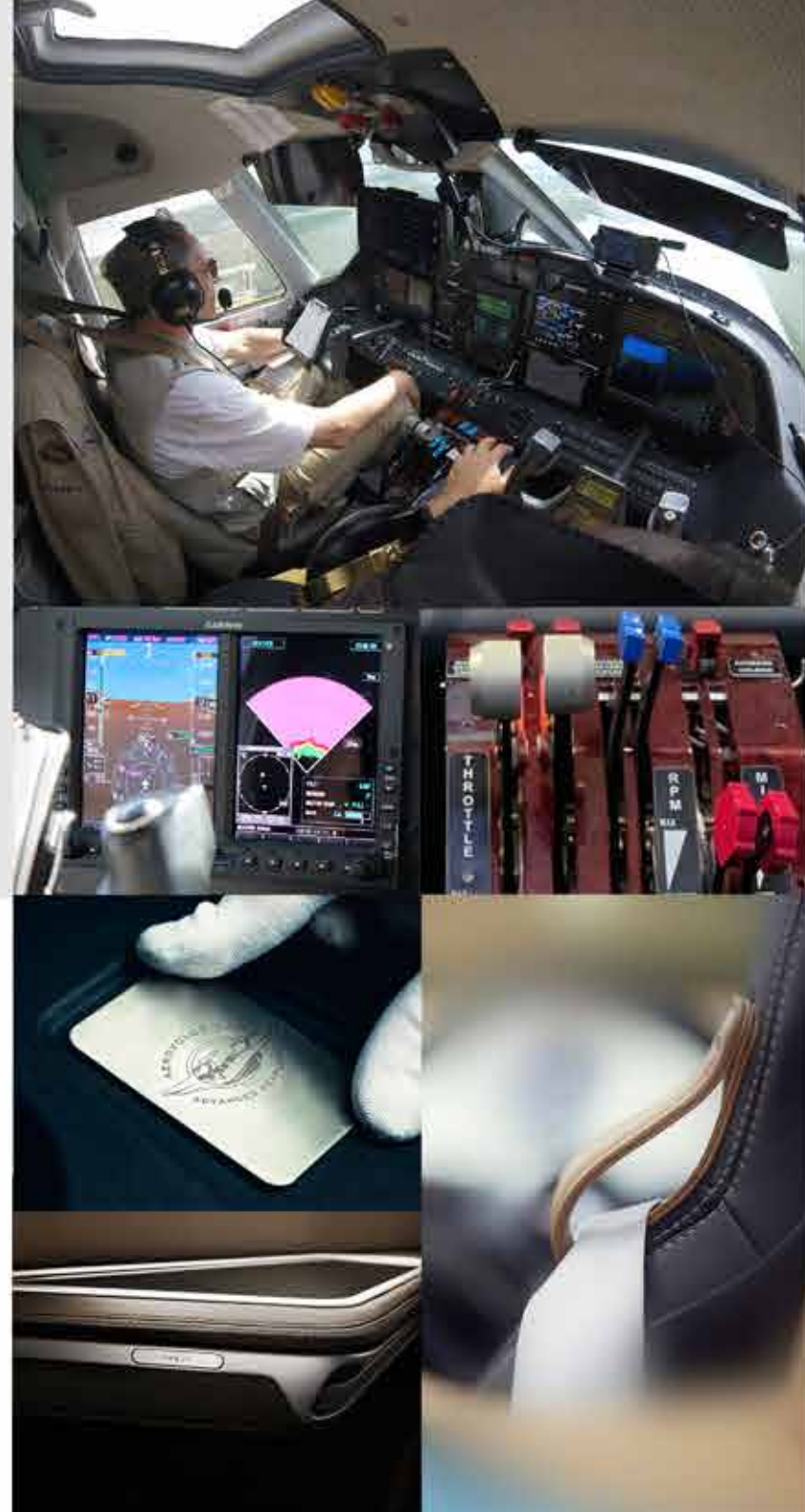
3-axis autopilot with **autotrim** on **three channels** and **yaw damper** is installed to increase safety of the aircraft. The autopilot allows operation in **automatic mode** according to flight plan information, using data from the navigation system.

ADDITIONAL EQUIPMENTS

Additional backup devices can be installed:

- turn indicator,
- vertical speed indicator,
- CDI indicator,
- ADF indicator
- 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.



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)

System of **fuel indication**, for the right and left fuel tank groups

Alarm system panel (with brightness control)

Chassis indication panel (with brightness control)



GPS/NAV/COMM system
GARMIN GTN-650 (in option: GTN 750, with additional audio panel control, transponder and approach charts viewing)*

Engine monitor
EDM-960 TWIN

Reserve:
speed indicator/
altimeter/slide indicator

Accelerometer, Clock

Compass magnetic
1 /" with a horizontal
compass face

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

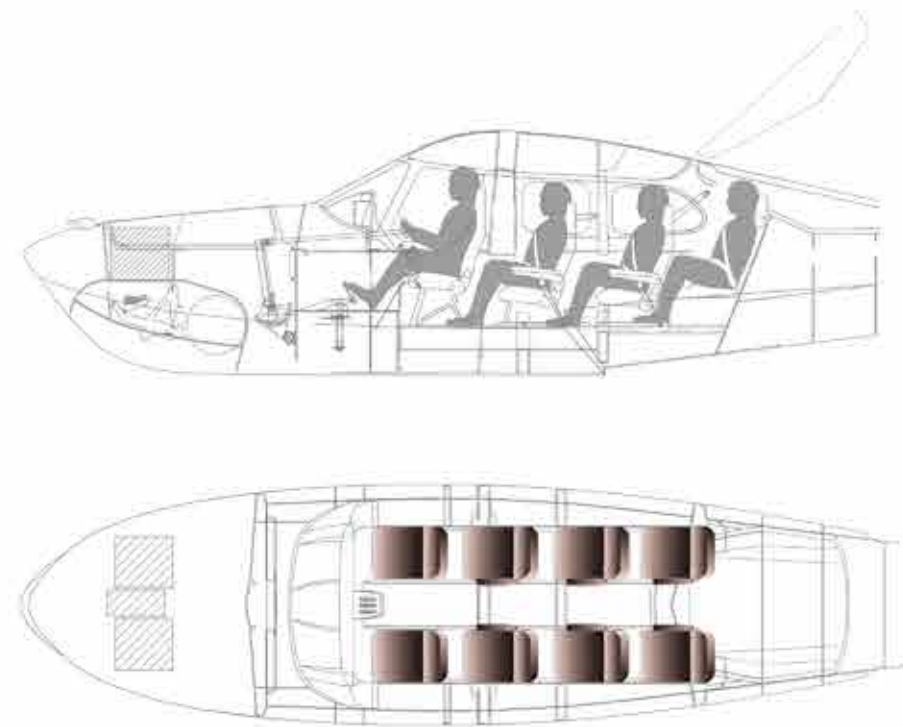
Rear-View cameras

* 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.



Passenger configuration

Airframe is designed for shock overload resulting from the landing on water. Therefore, when an emergency landing on land occurs, the passengers and the crew are protected by a powerful boat hull. In addition, composite materials have high fuselage energy absorption coefficient at break, which gives extra protection of the LA-8 people being inside.



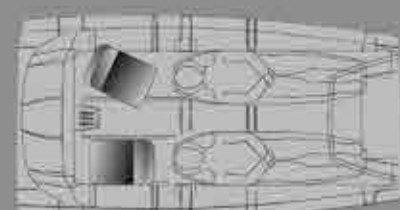
Special applications

CARGO | SURVEILLANCE | AMBULANCE

The cabin of the aircraft allows carrying cargo up to 4 meters of length. The design of the aircraft allows for a quick (15 minutes) transformation from a passenger to cargo version. 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 perfect 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.



Noise isolation and active noise canceling aircraft headset allow passengers and crew to have **comfortable communication**. Each element of the interior is the result of painstaking work of designers, constructors, technologists and color specialists. The interior of the aircraft is assembled from elements with **high precision manufacturing**, which emphasizes the **individuality** of the author's design.



Passenger *deluxe* configuration

LA-8 in a deluxe configuration – a family flying yacht, therefore the equipment of the salon is determined based on the preferences of the client. There are places for storing personal belongings, a minibar, a luggage compartment. Comfortable, energy-absorbing seats with high-quality leather covers will allow passengers to fly comfortably and safely. The navigation system “Moving Map” informs about the progress of the flight, and the media system provides the ability to play video-audio in high quality.





Safety

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)

flight navigation system which allows operating in intricate meteorological conditions.

a system designed to continue horizontal flight in case of one engine failure (with automatic feathering of the propeller of the failed engine)

two pilot-static sources with heated pitot displayed on three independent indicators; reserve static source from the cabin for altitude control

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, 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)



LA-8 is
designed to
be the *safest*
aircraft
in its class

The aerovolga team is aiming for the highest safety standards

All systems surpass the mandatory requirements of fail-safe (under the standards of airworthiness for the aircraft of this type).



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

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



Environmental protection

LA-8 IS A UNIQUE PLATFORM FOR MONITORING

Long flight duration makes LA-8 a unique and low-cost platform for aerial surveillance and monitoring, water sampling, and underwater space control.

The aircraft can be equipped with echo sounders, sonars, optical and radar equipment. The wing design allows the attachment of two underwing containers weighing up to 150 kg each and the placement of the equipment complex in the bow compartment.

In 2020, the LA-8 took part in environmental expeditions to determine the number of polar bears in the Arctic and dolphins in the Black Sea.



LA-8 help to save *animal world* of our planet

LA-8 is involved in numerous expeditions of ecologists and conservationists in order to study the human influence on changes in the animal world and the climate of our planet

THE POLAR

20K MORE THAN 20.000KM

45 FORTYFIVE DAYS

9 NINE COUNTRIES

3 THREE CONTINENTS

2 TWO OCEANS

ROUND-THE-WORLD FLIGHT

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.



RESULT OF THE EXPEDITION "FLIGHT WITH DOLPHINS"

4 DAYS OF FLIGHTS
48378 SQ. KM OF THE BLACK SEA

MORE THAN 1000 DOLPHINS of the three species listed in the Red Book: Bottlenose Dolphin, Common Dolphin, Harbor Porpoise.

36 INDIVIDUALS The most numerous group. Six time less than previously observed groups of 200 individuals

MORE THAN 450 POINTS OF GARBAGE ACCUMULATION of which: 44 of fishing origin 32 garbage islands

Today the Black Sea and its inhabitants require more through study and regular monitoring





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