



## How to decide which way to Purchase Aircraft for your needs.

### SLSA Aircraft ( Special Light Sport Aircraft ) Best Resale Value

- Sold as Factory Built, Registered and Production Test Flown, Completed Aircraft.
- Can be used for Compensation or Hire (Flight Training & Towing Hang Gliders, etc ) No banner towing
- Requires Light Sport Repairman Maintenance (LSRM) rating or higher for maintenance and repairs (120 hour course) or A&P
- Can be exported and re registered in most countries with FAA Bi Lateral Agreements. Usually a rubber stamp process. But must have US Secretary of State Export approval.
- Changes not covered in the Manuals, can only be made with LOA (Letter of Authorization) from manufacturer.

### ELSA Kit ( Experimental Light Sport Aircraft ) Fair Resale Value

- Sold as complete kit, (everything you need minus labor, painting, registration, etc...)
- Must be completed and registered identical to SLSA model
- Must be coordinated with your local FSDO prior to building or even purchase. Or your Civil Aviation Authority.
- Owner can get Light Sport Repairman Inspection (LSRI) rating to work on their own aircraft (16 hour course) or LSRM or A&P
- Can be used for Towing Hang Gliders for Compensation or Hire (unless regulations change in the future) No banner towing. Owner(s) is/are the only one who can receive Flight Training in this Aircraft.
- Generally only saves money if you count your labor, painting, etc... at a very low rate.
- A qualified Mechanic with appropriate ratings can make changes with logbook endorsements. But must go back into Phase 1 for 5 hours and appropriate testing. Refer to Operating Limitations.

### EAB Kit ( Experimental Amateur Built ) Builder is liable party forever.

- Generally selected by foreign country buyers
- EAB Kit only supplies airframe parts and sail coverings to build the aircraft without optional equipment which must be purchased separately.
- Must be coordinated with your local FSDO prior to building or even purchase. Or your Civil Aviation Authority.
- USA builders become the builder of record (liable forever)
- FAA gives builder a Maintenance Certificate to work on that specific aircraft. (no need to hire mechanics)
- Builder can choose any power plant, accessories, etc.. the builder desires. Whereas LSA aircraft must meet FAA regulations and applicable ASTM Standards.
- Builder is responsible for test flights and setting Operating Limitations, CG Range, Gross Weight, etc..... Builder establishes Airworthiness.
- Cannot be used for Compensation or Hire, Towing Hang Gliders, Flight Instruction, etc.....

#### Selecting Engines

Engine	Gearbox	HP	TBO	Avg Fuel gph	Unleaded Octane	Retail Cost
Rotax 582	3.47:1	65	300	4	91	\$8,500.00
Rotax 912 UL	2.27:1	80	2000	2.25	84	\$19,500.00
Rotax 912 ULS	2.43:1	100	2000	2.5	91	\$21,000.00

On both the Dragonfly and Rancher the 582 is the most fun to fly, because of the weight savings. However, additional horsepower and fuel economy make the 912 ULS the most economical over time.