

**AERO-EAST-EUROPE**

*IN COMPLIANCE WITH JAR VLA PART 21*

**SILA 450 C**

*CERTIFIED IN GERMANY UNDER LTF-UL*



LYKA - AERODROMSKA BB 36000 KRALJEVO SERBIA

# SILA 450 C

## SPECIFICATIONS & PERFORMANCES

In standard conditions & TOW 472.5Kg

### TECHNICAL SPECIFICATIONS

|                  |   |
|------------------|---|
| WING SPAN        | 9.40M   |
| WING CHORD       | 1.27M   |
| WING AREA        | 11.94m <sup>2</sup>                                 |
| LENGHT           | 6.6m  |
| CABIN HEIGHT     | 1.15M   |
| CABIN WIDTH      | 1.22m   |
| LANDING GEAR     | TRICYCLE  |
| LAND. GEAR WIDTH | 2.0m  |
| SEATS            | 2 SIDE BY SIDE                                      |
| BAGGAGE COMP.    | 50Kg  |
| ENGINE           | ROTAX 912/914                                       |
| PROPELLER        | 2/3 BL. FIX OR VPP                                  |
| FUEL TANKS Nr. 3 | 45+45+10Litres<br>100LL avgas &<br>Automotive 94/98 |
| MULTIFUEL        | Automotive 94/98                                    |
| EMPTY WEIGHT     | 290.7Kg<br>Meet the LTF-UL                          |
| MTOW             | German Requirements                                 |

### PERFORMANCES ROTAX 912 ULS

|                    |             |
|--------------------|-------------|
| Vne                | 235Km/h     |
| Max Speed          | 220Km/h     |
| Cruising Speed 75% | 190Km/h     |
| Vso                | 60Km/h      |
| Vs <sub>1</sub>    | 65Km/h      |
| Va                 | 170Km/h     |
| Vc                 | 200-235Km/h |
| Vno                | 65-200Km/h  |
| Xss Wind Comp      | 28Km/h      |
| Tail Wind Comp     | 15Km/h      |
| Rate Of Climb      | 5.6m/sec    |
| Endurance          | 6Hrs        |
| Range              | 1080Km      |
| Lift to Drag       | 15          |
| Take Off run       | 50m         |
| Landing Run        | 80m         |



Exclusively Metallic High Wing: Al 2024, Al 2017, Al 6061, CrMo & galvanized steel

**NACA  
5417**

**1270**

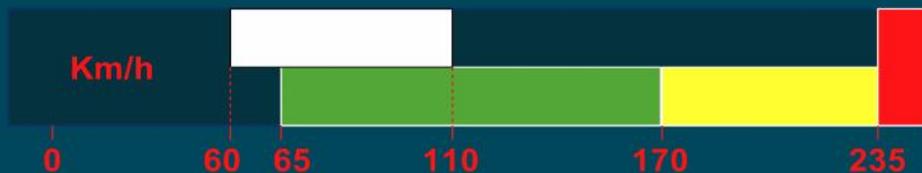
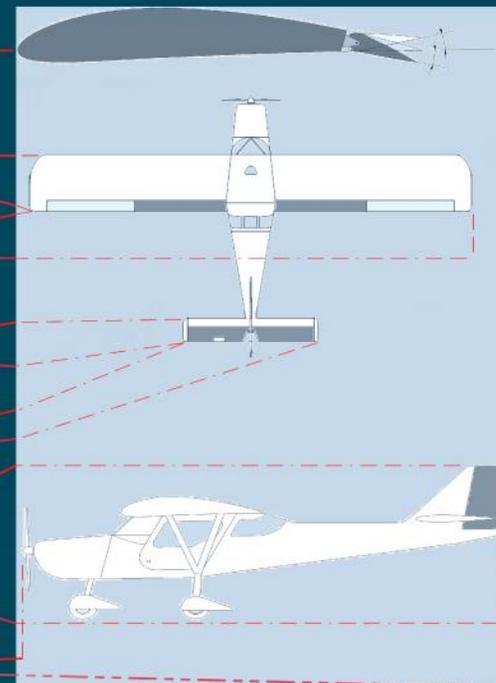
**9400**

**850**

**2470**

**2400**

**6600**

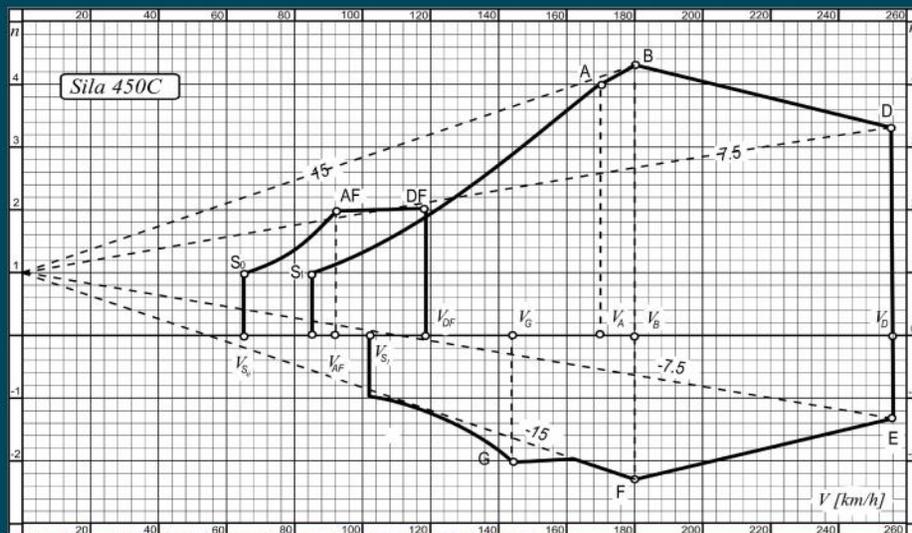


Non retractable tricycle landing gear with steerable nose wheel and differential brakes.

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# SILA 450 C

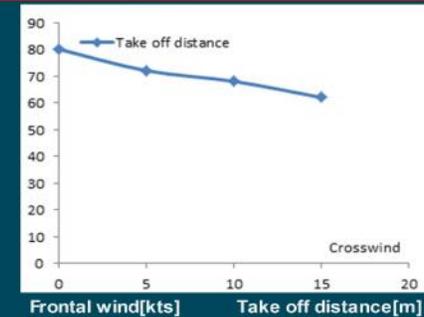
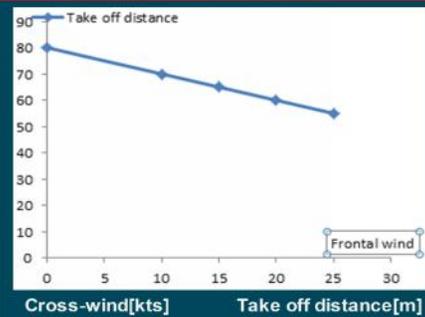
## SPECIFICATIONS & PERFORMANCES



MTOW    Cont. Load Factor    Ultimate Load Factor

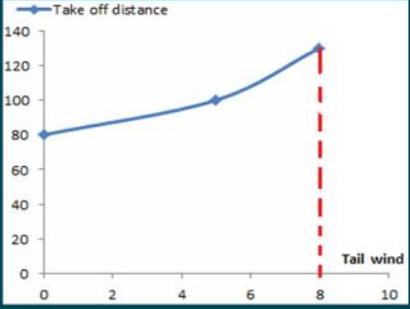
| PBMO     | Fc +              | Fld +                |
|----------|-------------------|----------------------|
| 450 Kg   | Fc 4.2            | Fld 6.3              |
| 472.5 Kg | Fc 4.0            | Fld 6.0              |
| MTOW     | Cont. Load Factor | Ultimate Load Factor |

| PBMO     | Fc -   | Fld -   |
|----------|--------|---------|
| 450 Kg   | Fc 2.1 | Fld 3.2 |
| 472.5 Kg | Fc 2.0 | Fld 3.0 |



| Cross-wind[kts] | Take off distance [m] |
|-----------------|-----------------------|
| 0               | 80                    |
| 5               | 72                    |
| 10              | 68                    |
| 15              | 62                    |

| Frontal wind[kts] | Take off distance [m] |
|-------------------|-----------------------|
| 0                 | 80                    |
| 5                 | 70                    |
| 15                | 65                    |
| 20                | 60                    |
| 25                | 55                    |



| Tail wind[kts] | Take off distance [m] |
|----------------|-----------------------|
| 0              | 80                    |
| 5              | 100                   |
| 8              | 130                   |

# SILA 450 C

**"Ultra Light" without giving up anything**

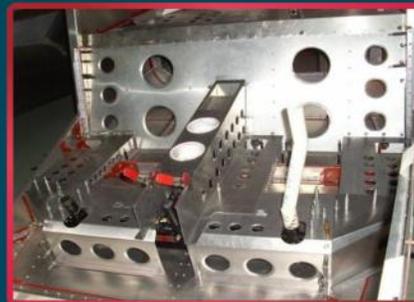
SILA 450 C in few words: affordable metallic airplane, elegant, reliable, fast, stable, comfortable and good looking.

The airplanes are built using certified metal alloys resulting in a global completely metallic airframe, the planes are in all cases realized in aluminium as well as in steel Cr Mo. The quality of the product is present in every detail.

**All that have been developed in a true JAR VLA aircraft of only 472.5Kg MTOW named SILA 450 C that indeed meets the German UL standards.**

An all metallic high wing airplane produced under JAR standards as well as the other aircraft of the SILA series. The mascot of the series is already certified in Germany in accordance with LTF-UL. AeroEastEurope offers performances, attractiveness, comfort and high standards of quality.

Every one of the models in production follows the JAR standards so that the same standards are adopted for the realization of any of the models in production no matter what will be the MTOW or in which category the aircraft will be registered.



# SILA 450 C

**"Ultra Light" without giving up anything**

AeroEastEurope produces and develops new aircraft according to JAR VLA part 21 & 23 standards. The investment in the development of the new SILA series (Serbian Industry of Light Aircraft) led to the lightest SILA 450C (MTOW 472.5Kgs) studied for the UL market.

Every one of the aircraft realized by Aero-East-Eruope d.o.o. is characterized by luxurious and fully sized proportions as well as by their extraordinary flying stability. Our airplanes have also important value of range and endurance: flying means of course to cruise far away. Above all, SILA 450 C is a plane indeed for cruising comfortably and long range (ranges over 1000 Km). Speedy and with a flight trim very stable (SILA 450C is very stable even in presence of turbulence).

The comfort is resulting from the cabin dimensions and from the complete absence of vibrations; a stable and precise flight is not only a characteristic of the SILA 450 C but of every one of the a/c produced by AeroEast. As concerning long range cruising flights it is possible to load and stow luggage up to 50 Kgs in the designated space.

The STOL characteristics of SILA 450 C are however a must: AeroEast designing philosophy is based on a safe and pilot-friendly behavior. The drawing technical solutions allow a very low Vso resulting at least in a very short take off and landing run.

With its elegant behaviour in the air SILA 450C is stable and reliable under any different condition of wind and temperature. Its style of flight is precise and "pilot-friendly".



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