Pipistrel Alpha Electro

Standard Ops

The Pipistrel Alpha Electro is a 2 seat passenger aircraft designed for Pilot training and recreational use. It is currently the only electric aircraft certified for Part 141 flight training and Part 91 reward and hire in Australia.
The aircraft design draws on decades of experience and refinement of a wide range of high quality and high performance Rotax powered airframes that Pipistrel are famous for.

Safety

The Pipistrel Alpha Electro is one of the safest 2 seat aircraft in the sky with a ballistic parachute as standard, a very usable 15:1 glide ratio in the event of power loss, a strong fail resistant carbon composite frame and multiple layers of safety redundancies in the power storage and delivery system.
Batteries, while still presenting a small combustion risk in the event of a crash, have a much much lower risk profile for catching fire than liquid fuel has.

Performance

The Pipistrel Alpha Electro can easily climb at 1000 fpm + with two passengers and typically uses only 150-250 M of runway for takeoff and landing. At maximum efficiency, the aircraft has around 90 minutes of air time, keeping the required 30% reserve, that gives operators around 60 minutes of usable flight time at low load (one occupant) or 45 minutes of usable flight time at the MTOW of 570KG.
Cruise speed and traffic pattern speed can easily be as high as 110 knots, but a more efficient operating speed of around 75 knots is typically used for flight training and recreational flights allowing for greater endurance.
Payload capacity is 190KG.
IAS on the Base leg of the traffic pattern typically is between 80-70 knots
IAS on final is between 70-55 knots.

Run-Ups

The Pipistrel Alpha Electro does not require any typical run ups like legacy aircraft do. As such, an operator would normally make a taxi request from the point of origin on the Apron and expedite to the holding point. The prop is static at idle, so it is normal to have the prop stationary at a holding point.

Airspace

All Pipistrel Alpha Electro in Australia are fitted with a Mode S Transponder allowing them to fly in Class G, D and C airspace, However, they can only be flown in Class D and C airspace by a Part 61 licence holder as PIC. If they are to be flown solo by a RPC holder in Class D airspace, they must be done so under the ground supervision of a senior instriuctor or CFI of a flight school that has had the CASA EX55/22 exemption instrument granted.
As they are registered in the Sport category, the ceiling is 10,000ft.

Training

The Pipistrel Alpha Electro presents flight training schools with a reduction in cost of operations by more than half. Operating in the Sport category, training and hours completed in the Alpha Electro are 100% contributory to PPL and CPL (up to 100 hours) consolidation hours.
For a typical training lesson of 30-50 minutes physically in the air, the aircraft is exceptionally usable.
Additionally, for private use by non-cross country endorsed pilots of transport routes under 25 NM and recreational flights of around 45 minutes, this aircraft meets these mission parameters more effectively than any other aircraft in its class.

Charging

The Pipistrel Alpha Electro has various charging options, the fastest, using a 20kW charger drawing from a 32A 3 phase outlet, will charge the aircraft from 30% to 95% in around 1 hour and 10 minutes.

For further information on this aircraft and its operational characteristics, please visit www.flyone.com.au/alphaelectro/ or contact elevate@flyone.com.au