



ROMANIA

**TAURUS
ELECTRO**
All Electric
2-seat
by side
aeroplane

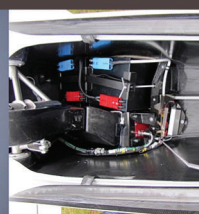


**Same price, more
performance.**
This changes
everything, again!

High performance
synchronous 3-phase
electric outrunner
with permanent
magnets.

Quick recharge,
maintenance free!

Taurus Electro G2 is the
first and the only electric
2-seat aeroplane in serial
production available on the
market. It offers complete
freedom and independence
thanks to the retractable
electric engine, double
retractable main landing
gear, excellent gliding
performance, inexpensive
maintenance and a well
ventilated spacious cockpit.



TAURUSELECTRO



Taurus M
15-meter wingspan
Taurus Electro
15-meter wingspan



Apis/Bee
15-meter wingspan
13.5-meter
New FAI class ready



Sinus 912
15-meter wingspan



Virus 912
12.5-meter wingspan



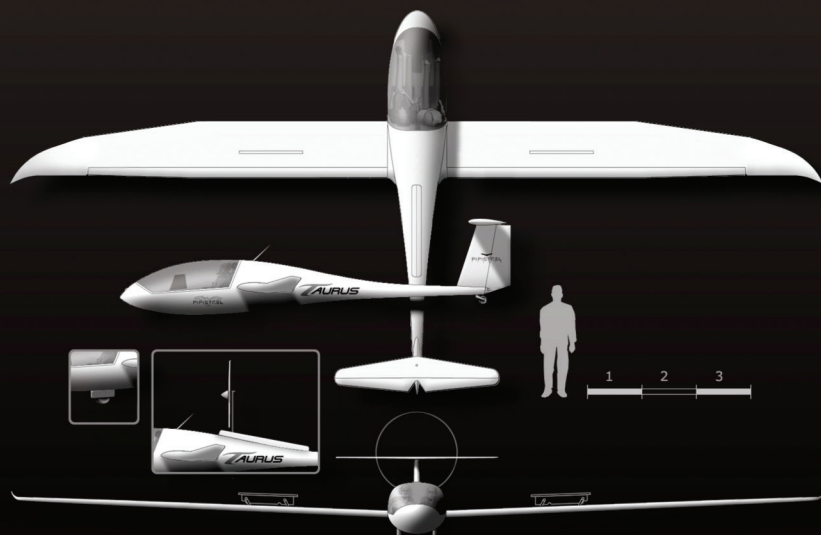
Virus SW 80/100
10.7-meter wingspan



Panthera
Four seat fast cruiser

Taurus electro G2
represents a leap forward
in performance, safety,
functionality and user-
friendliness.

Taurus Electro G2 is the
only truly high-performance
electric aeroplane and is
available on the market in
serial production.





Taurus Electro G2

Can electric perform better than conventional? Absolutely!

For the first time electric power outperforms its gasoline-powered counterpart - the Taurus.

Taurus Electro G2 can use a shorter runway, climbs faster and is performs much better than the gasoline-powered version when it comes to high altitude operations.

All this is possible thanks to the specially-developed emission-free Pipistrel's 40kW electric powertrain. The tailor-developed Lithium-technology batteries come in two configurations, capable of launching the aeroplane to 1200 m (4000 ft) or 2000 m (6500 ft) respectively. They are placed in self-contained boxes, monitored constantly by the super-precise Pipistrel's own battery



Motor	High performance synchronous 3-phase electric outrunner with permanent magnets	Max. total pilots weight	220 kg
Max power	40 KW for takeoff, 30 KW continuous	Performance	
Propeller	2 blade Pipistrel 1650 mm diam special for Taurus Electro G2	Stall with flaps	63 km/h
Sizes		Stall without flaps	71 km/h
Wing span	14.97m	Manoeuvring speed	163 km/h
Length	7.27 m	Max. speed airbrakes	225 km/h
Height	1.41 m	VNE	225 km/h
Wing area	12.33 m ²	Min. sink speed	94 km/h
Aspect ratio	18.6	Min. sink	0.70 m/sec
Positive flaps	5 deg, 9 deg, 18 deg	Best glide ratio	41:1
Negative flaps	-5 deg	Best glide ratio speed	107 km/h
Weights		Best glide at 150 km/h	33:1
Empty weight	306 kg	Best glide at 180 km/h	23:1
Max. weight (MTOW)	450 kg/472.5 Kg/550 kg	45° - 45° Roll time	3.9 sec
Min. pilot weight	60 kg	Take off run (MTOW)	180 m
		Take off over 15 m (MTOW)	265 m
		Best climb speed	100 km/h
		Max climb rate (MTOW)	3.1 m/sec
		Service ceiling (MTOW)	3,900 m
		Relative climb (Elevation independent!)	1100 m/2000 m
		Fuel consum. @ full power	18 l/h
		Load factor permitted	+5.3g -2.65g
		Max load factor tested	+ 7.2g - 7.2g

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management system (BMS), compete with data-logging and battery health forecasting. The propulsion motor weighs an impressive 11 kg (rather than 16 kg) and generates 10 kW more power, resulting in a total of 40 kW. Due to this 33% increase in power and 40% decrease in weight we developed a whole new propeller, which has proven to be more efficient than the version flying on the Taurus Electro Prototype.

More than just a touch of Innovation!

With the Taurus Electro G2 we are introducing a World's first - a full set of on-board networked avionics providing for a fly-by-wire powertrain management with built-in multi-layer protection logic. Let us tell you that this represents a great improvement over the system used in the Taurus Electro prototype, where everything was handled by the pilot.

Introducing the ESYS-MAN cockpit interface instrument!
The most noticeable addition to the

networked system is the color-display cockpit interface instrument. The screen is really bright, in fact brighter than most displays out there, and is readable in the strongest of sunshine! It indicates the drive mode and important parameters to the pilot and provides the interface for engine retraction and extension. Everything is operated via two (2) toggle switches and a rotatable knob. The first toggle switch is the power on/off switch and does exactly that - powers up the motor controller. The second toggle switch is the motor position selector »up/down« i.e. extended or retracted. This process is fully automated - the propeller is positioned and held in place while the motor extends or retracts. The pilot only selects the desired mode with the toggle switch. The rotary encoder acts as the throttle selector.

Combining all elements, we have developed an aircraft which offers more performance and an almost care-free use of this revolutionary technology.



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