



# Voyageur

*Built for Adventure!*

- . "cantilever" vertical mast, no front strut  
for a real panoramic view*
- . Brakes on all 3 wheels and aviation tires*
- . 70 liter fuel tank*
- . 2 removable side bags...*

***Olivier AUBERT has flown more than 1600 hours on the same Voyageur :  
Cape to Cape in 1995 puis en 1999, the « South to South » from Argentina to  
South Africa by Groenland... !***

		Dynamic 16	Dynamic 15/430	Dynamic 450
What wing ?	Engine Rotax 582	yes	yes	yes
	Engine Rotax 912 UL	-	yes	yes
	Engine Rotax 912S ULFR	-	yes	yes

See our "Dynamic Wings" documentation for performance and specifications with the Voyageur

## Technical specifications

Engine	Rotax 582	Rotax 912 UL	Rotax 912S ULFR
Horsepower	64 HP	80 HP	100 HP
Reduction gearbox	C 3,47	2,43	2,43
Engine shock mounts	-	-	yes
Duc F-300 3 blade composite propeller	LE protected	LE protected	LE protected
Intake and exhaust silencer	yes	-	-
Engine cowl	-	yes	yes
Roto-molded polyethylene fuel tank	70 L with gauge	70 L with gauge	70 L with gauge
Engine instrumentation			
- regulator, tachometer, hourmeter	yes	yes	yes
- water temperature gauge	yes	yes	yes
- Oil temperature and pressure gauges	-	yes	yes
- Key ignition	yes	yes	yes
Powerful brakes on all 3 wheels, 6 ply 600x6" aviation tires	yes	yes	yes
Cantilever vertical mast with no front strut	yes	yes	yes
Gauge between wheels	1,79 m	1,79 m	1,79 m
Wheelbase	1,72 / 1,82 m	1,72 / 1,82 m	1,72 / 1,82 m
Overall width of trike	1,95 m	1,95 m	1,95 m
Height with wing	3,8 m	3,8 m	3,8 m
Overall length of trike	2,69 m	2,58 m	2,58 m
Empty weight off trike	138 kg	159 kg	162 kg

***Voyageur was the first trike to be fitted with Rotax 912 engine in 1989 !***

***Voyageur with engine Hirth, consult us !***

	with Rotax engine	582	912 UL	912S ULFR
<b>Airframe</b>	Airframe with aerodynamic profiles (powder coated white)	std	std	std
	Cantilever vertical mast (with wing incidence angle limiter) and no front strut	std	std	std
	Large all-moving foot pedals	std	std	std
	Front wheel with suspension, brake and polyester mudguard	std	std	std
	Aerodynamically profiled rear landing gear struts	std	std	std
	2-position adjustable front fork	std	std	std
<b>Security</b>	Airframe and rigid passenger support frame constructed with stainless steel - TIG welded	std	std	std
	Engine mount and rear axles - 4130 aircraft grade steel	std	std	std
	Front and rear bucket seats, carbon composite	std	std	std
	6 ply 600x6" aviation tyres	std	std	std
	Powerful brakes on all 3 wheels	std	std	std
	Parking brake	std	std	std
	Foot and hand throttles (hand throttle protected by pilot seat)	std	std	std
	Oleopneumatic rear landing gear suspension	std	std	std
	Key ignition	std	std	std
<b>Engine &amp; accessories</b>	Rotax engine with dual ignition	2 strokes	4 strokes	4 strokes
	Reduction gearbox	1/3,47	1/2,27	1/2,43
	Engine Shock Mounts (included 912S)	-	O	std
	Exhaust system with stainless steel springs	std	std	std
	Intake silencer	std	-	-
	Exhaust silencer	std	-	-
	Duc F300 3-blade composite propeller	LE protected	LE protected	LE protected
	Electric starter with 12V 16Ah battery	O	std	std
	Engine cowl	-	std	std
	Air cooled	-	std	std
	Water cooled	std	std	std
	Oil cooled	-	std	std
	Water radiator with expansion tank and overflow bottle	std	std	std
	Oil cooler with stainless steel-reinforced oil pipes	-	std	std
	Auxilliary electric fuel pump	-	std	std
70 liter roto-molded polyethylene fuel tank with level gauge	70 l	70 l	70 l	
<b>Console</b>	Rubber-mounted polyester instrument console (for integrated radio)	std	std	std
	Ignition switches with key and engine cutoff	std	std	std
	Tachometer	std	std	std
	Engine hourmeter with hours/minutes	std	std	std
	Water temperature gauge	std	std	std
	Oil pressure gauge	-	std	std
	Oil temperature gauge	-	std	std
	Battery charge and oil pressure warning lights	-	std	std
	Pre-installed electrical connections for battery, starter, EGT's, CHT's and strobe	std	std	std
	Rectifier/Regulator with 2200mF capacitor (or 22000mF capacitor for 912) and fuse protection	std	std	std
	Fuel level gauge	std	std	std
<b>Comfort</b>	Forward-tilting seats for better passenger access and refueling	std	std	std
	Ergonomic seats with removable padded seat covers, blue or black colors	std	std	std
	Easy raising of the wing due to specially placed pivot point and mast geometry	std	std	std
	Padded passenger headrest, blue or black	std	std	std
	Rear passenger footrests	std	std	std
	Document pouch in rear passenger seat	std	std	std
	Rotax toolkit, spare fuses, butterfly nuts, hyper syphon fueling	std	std	std
	Large capacity "Voyageur" side bags, blue or black (2 x 20 litres), detachable with carry handles	std	std	std
	Instrument console cover, blue or black	std	std	std
<b>Optional equipment</b>	Engine : Carb heat system	-	O	O
	Three-way thermostat (for water cooling system)	-	O	O
	Oil thermostat	-	O	O
	Stainless steel exhaust system	-	O	O
	FlyDat	-	O	O
	Dual exhaust gas temperature gauge ( EGT) - diam 52mm	O	-	-
	Cylinder head temperature gauge (CHT) with probe - diam 52mm	O	-	-
	Flight Instrumentation: Airspeed, Alti, VSI, vario, GPS...	O	O	O
	Communication: Lynx helmet/headset system, airband transceivers, external antenna	O	O	O
	3-point recoil shoulder harnesses	O	O	O
	GRS 3/450 ballistic parachute	O	O	O
	Undercarriage hangar dust cover	O	O	O
	Shipping protection for main airframe, rear landing gear, mast and propeller	O	O	O
	Maximum capacity "Cape to Cape" side bags, blue or dark, detachable with carry handles	O	O	O
	Large capacity "Fly to Dakar" side bags, blue or dark (2 x 40 litres), detachable with carry handles	O	O	O
	Control bar mitts for cold weather flying	O	O	O
	Dual instructor controls (nosewheel steering, wing training bars, rear throttle and engine shutoff)	O	O	O
Towing system for banner / hang glider	O	O	O	

std = standard O = optional - = not available