

THE ULTIMATE SAFE AND
EXHILARATING FLYING EXPERIENCE



BLACKWING
SWEDEN

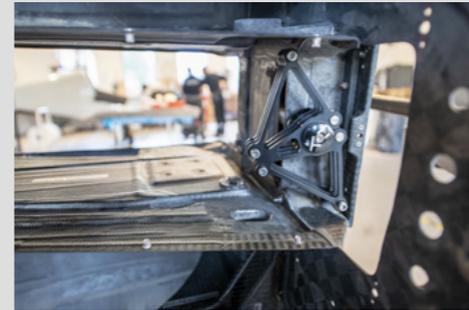
What a pilot's dream is made of...

We manufacture the BLACKWING aircraft, in the same manner, and with similar quality control as Airbus and SAAB aircraft, using Formula One technology.

All carbon fiber parts are handmade in-house, including the wing-spar and landing-gear, with full traceability.

We use Textreme prepreg carbon fiber, with 15% higher strength and core material from DIAB, that can withstand the pressure and the heat in the autoclave manufacturing process.

The final product, can with an UV-clearcoat, hold full strength up to 90 degrees Celsius.





We designed the BLACKWING aircraft, with the goal of creating an aircraft, just as safe and predictable as a trainer aircraft, in the normal category.

With this in mind, we chose the platform, twist, winglets and the “spin safe” tail design. We also made sure that even, with full fuel, full luggage, and two 90 kg pilots, you are still well in front of the rear center of gravity (where stability decreases).

The extremely humble flight characteristics, for the BLACKWING aircraft, require no decelerating devices like stall strips, vortex generators, or strakes.

You can only experience pure freedom while knowing you are safe.

Wheels & Brakes

The adjustable pedals are provided with individual toe-brakes. Individual braking makes it much easier to run up the engine or land on icy runways. Large wheels and efficient brakes, from Beringer, provide full control on both grass and hard runways.

Rescue system

The aircraft is equipped with the BRS, ballistic rescue system, a parachute system for the whole aircraft, that can be used down to 80m of altitude.



Flap System

The powerful fowler flap can be deployed to 45 degrees for steep approaches and short landings. The flap is equipped with an aerodynamic footstep integrated in the flap for ease of entrance. The flap is also controlled by the “Vertical Power” distribution system. This system enables a warning on the Garmin screen if the maximum flap speed is violated or if there is a malfunction. In case of a go around the flap retracts slowly to 20 degrees to allow time for retrimming the aircraft.

Fuel System

The fuel system consists of 140-liter anti-explosive fuel bladders beautifully closed with lockable aluminum fuel caps and very accurate capacitive fuel sensors. The tanks connect the engine with lifetime teflon fuel hoses, Andair fuel pumps and an Andair fuel selector. This makes the fuel-system almost maintenance free.



Blackwing Highlights

Unique visibility due to a low-cut canopy. The generous cabin for pilots up to two meters tall has adjustable pedals with incorporated breaks and sporty seats with Naca memory foam - also adjustable, up and down.

Large luggage compartment with safety net. Foldable seats for easy access.

Spin safe horizontal tail design

AVEO professional developed lights are totally integrated in the tail and in the winglets.

Single lever power control system reduces the pilot's workload during all phases of flight, and optimizes the engine's fuel consumption.

Attached to the nosegear is one of the most powerful lights on the market, the Hercules 30.

Patented retractable landing gear



140l anti explosive safety bladder wingtank



The integrated wing-step in combination with the low-cut canopy makes it easier to enter the aircraft.



Unique specially developed airfoil provides forgiving flight characteristics and predictable stall behavior even in heavy rain or with bugs.



Pure Luxury



Avionics

Garmin is the leading manufacturer in avionics. The Garmin audio panel let you “play back” the flight controller, answer your cell phone via blue tooth or listen to music. The system works perfect even when the flight controller is asking for your attention.

The powerful Garmin G3X is controlling the transponder and radio, monitor the flap, trim, canopy closure and the retractable gear system. If any engine or flight “values” are outside of the green you are immediately informed. The “Vertical Power” circuit protection system is controlled by the G3X. Here you can monitor your current and reset the digital fuses. If the power is lost the backup battery is automatically engaged.

Comfort

The upright seating position is comfortable for long cross-country flights. The seats are equipped with a certified 4-point safety harness and memory foam. An adjustable lumbar support and chair heating is available on request. The set is adjustable up and down in four different positions to make room for tall pilots (up to 2m). The pedals are adjustable in three different positions. The fuselage is 121cm wide and has a low-cut canopy for ease of entrance and great visibility.

Landing Gear

The patented landing gear is retracting electrically into the fuselage. The manual crank is located between the left and the right seat and drives all three wheels simultaneously. The wheels are firmly locked, both in and out, with an over center crank, reinsuring that the retraction unit is not subjected to any loads during flight or landing. The built-in warning system in the G3X is used to prevent gear-up landings. BLACKWING has in-house developed carbon hybrid landing gear for superb handling at grass runways.

Trim System

Both pilot and Co-pilot carbon control stick is equipped with an Italian leather handle with built in trim buttons. The elevator has an integrated trim tab controlled by a Ray Allen servo. The trim speed is reduced with the airspeed to reduce the pilot workload.



FAI Worldspeedrecord holder in the 600kg class RAL2T.

The Blackwing aircraft has a top speed of more than 200 knots (370 km/h).

Blackwing doesn't only stand out for being fast. The innovative concept of the Blackwing sports aircraft is based on over 20 years of research in high-performance aerodynamics and resulted in outstanding flight characteristics. It is suitable for basic flight training as well as advanced flying. This is appreciated by many and led to several international awards and recognitions.



Niklas Anderberg, CEO and Founder of Blackwing Sweden



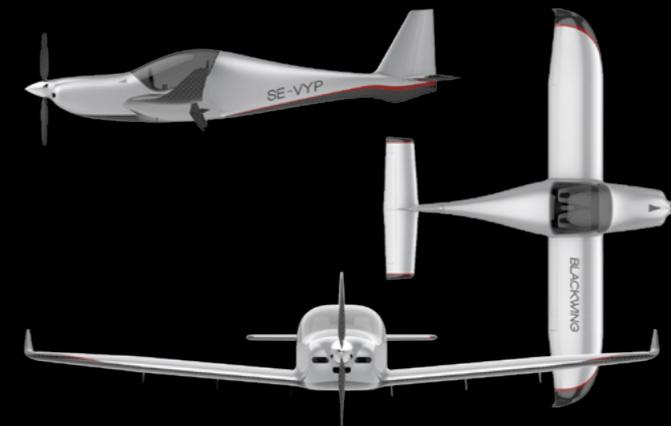
Performance

BW 600RG 912 iS (100hp)

VNE TAS SL	157 knots (290 km/h)
VNE TAS FL95	184 knots (341 km/h)
CRUISE SPEED 65% FL95	150 knots (278 km/h)
STALL SPEED	35-38 knots (65-70 km/h)
FUEL TANK	140 liter (10h range)
TAKEOFF DISTANCE	290 meter
LANDING DISTANCE	300 meter
CLIMB RATE	1500 ft/min (7.6 m/s)
CABIN WIDTH	1.21m (47.5")
LUGGAGE	25 kg, (300 L)
MAX TOW	472.5-600 kg
EMPTY WEIGHT	297.5-350 kg
WINGSPAN / AREA	8.4 m (27.5 ft)
LOADFACTOR	+4.4 / -2.2 G
ENGINE	Rotax 912 iS

BW 635RG 915 iS (141hp)

VNE TAS SL	173 knots (320 km/h)
VNE TAS FL95	200 knots (370 km/h)
CRUISE SPEED 65%	185 knots (343 km/h)
STALL SPEED	38 knots (70 km/h)
FUEL TANK	140 liter (5h range)
TAKEOFF DISTANCE	150 meter
LANDING DISTANCE	300 meter
CLIMB RATE	2000 ft/min (10.2 m/s)
CABIN WIDTH	1.21m (47.5")
LUGGAGE	25 kg, (300 L)
MAX TOW	600 kg
EMPTY WEIGHT	370 kg
WINGSPAN / AREA	8.4 m (27.5 ft)
LOADFACTOR	+5.0 / -3 G
ENGINE	Rotax 915 iS





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