JMB VL-3 RG Model Guide

JMB VL-3 RG is a single-engine piston, two-seat, side-by-side composite aeroplane for recreational and cross-country flying. The only source is the flight manual for the VL-3B-3 (serial VL-3-71, issued 28.4.2010), so the figures are for that variant. Confirm them against your own RG airframe. Power is a Rotax 912 ULS rated 100 hp.

KEY TAKEAWAYS

- Two seats, 472 kg max take-off weight, 303 kg empty, 15 kg baggage limit, 65 kg minimum crew weight.
- Rotax 912 ULS, 100 hp take-off power. The manual warns the engine is not certified as an aircraft engine and may fail at any time.
- Day VFR only, Normal category. Aerobatics, intentional spins and stalls are prohibited.
- The manual describes the gear two ways: fixed in section 1.3.1, retractable in section 7.4. Verify on your airframe.

PERFORMANCE AND SPEEDS

On grass at sea level the manual gives a take-off run of 160 m (290 m over a 15 m obstacle). Landing is 270 m over a 15 m obstacle, with a 90 m run under full braking. Best climb is 65 kts at 6 m/s. Economy cruise at 4800 rpm is 185 km/h IAS. Max continuous power gives 235 km/h IAS. Max take-off power is limited to 5 minutes.

WHAT TO CHECK BEFORE BUYING

Check that the weight and balance record and the load-limits placard are current, since any alteration that affects weight needs a new record. Check the placards are readable. Confirm the gear type, because the manual contradicts itself. Inspect the carbon/foam wing and tail skins, tyre pressure (1.6 bar), the fuel drain at the wing underside, the pitot-static tube and the propeller. Ask for the periodic inspection history.

CONSTRUCTION AND SYSTEMS

The airframe is all-carbon-fibre sandwich construction. The wing has one main spar with carbon flanges, no ribs, and a foam-core skin. The canopy is Plexiglas and tilts forward. The fuel tanks are in the wings, 44 litres each when full. The cockpit has a rescue parachute position, a four-point harness, and a baggage space behind the seats. Fuel is premium automotive gasoline, unleaded RON 95, or AVGAS 100 LL only if other fuel is unavailable.

SPECIFICATIONS

Seats	2
Engine Model	Rotax 912 ULS
Max Takeoff Power Hp	100
Empty Weight Kg	303
Max Takeoff Weight Kg	472
Max Baggage Weight Kg	15
Min Crew Weight Kg	65
Fuel Per Tank Liters	44

PERFORMANCE

Takeoff Run Grass M	160
Takeoff Distance 15m Obstacle Grass M	290
Landing Distance 15m Obstacle Grass M	270
Landing Run Full Braking Grass M	90
Best Climb Speed Kts	65
Rate Of Climb Ms	6
Economy Cruise Speed Kmh	185
Max Continuous Cruise Speed Kmh	235

V-SPEEDS

Vne Kmh	305
Va Kmh	165
Vno Kmh	210
Vfe Kmh	120
Vs0 Kmh	55
Vs Flaps Retracted Kmh	75
Best Glide Kts	55

WEIGHT & BALANCE

Empty Weight Kg	303
Max Takeoff Weight Kg	472
Max Baggage Weight Kg	15
Min Crew Weight Kg	65
Empty Cg Pct Mac	17.6
Cg Range Min Pct Mac	21
Cg Range Max Pct Mac	34

SAFETY NOTES

- The manual warns the Rotax 912 ULS is not certified as an aircraft engine. Failure may occur at any time and the pilot is fully responsible.
- Never exceed max take-off weight. The C.G. must stay within 21-34 %MAC for the whole flight. If it does not, do not fly.
- Take-off is prohibited with an unsteady engine, instruments outside limits, choke on, or crosswind above the 5 m/s limit.

AI-aggregated guide for the JMB VL-3 RG · sources: Flight manual for aeroplane VL – 3B-3 (#100374) · generated 2026-11-26 · Reference only, not for flight. Check the original documents before relying on this guide.