# PIPISTREL VIRUS 912 Model Guide

PIPISTREL VIRUS 912 is a single-engine piston ultralight motorglider with a Rotax 912 engine. The only source supplied is Pipistrel's Sinus 503/582/912 flight and maintenance manual (Rev. 2, 2010), which also mentions the Virus TW. The figures below come from that manual's 912 column. Confirm them against your own aircraft's manual and data sheet.

## KEY TAKEAWAYS

- Rotax 912 power, 284 kg basic empty weight, 450 / 472,5 kg MTOM and two 30 l fuel tanks (the manual's Sinus 912 figures).
- Crew limit is 180 kg. Parachute plus luggage is limited to 18 kg, or only 4 kg of luggage if a 14 kg GRS parachute is fitted.
- Day VFR only. No IFR or IMC and no aerobatics. Vne is 122 kts. Takeoff and landing need flaps set.
- Takeoff roll at MTOM is 305 ft, or 450 ft over a 50 ft obstacle (dry grass, 330 ft elevation, calm air).

## WEIGHTS AND LOADING

The manual lists 284 kg empty weight and an MTOM of 450 / 472,5 kg for the 912. Fuel is 2 x 30 l, with a maximum fuel weight of 45,6 kg. Crew may weigh at most 180 kg. Parachute plus luggage must never exceed 18 kg because it affects balance. The CG range is 20% to 39% MAC. If a limit is exceeded, reduce the others to stay under MTOM.

## ENGINE AND FUEL (ROTAX 912)

Use unleaded super with no alcohol. Leaded fuel or 100LL is discouraged because it shortens engine life. If you must use it, change the oil and filter every 50 flight hours. Oil is API SJ SAE 10W-50. Full-power ground RPM should be 5300 - 5500. If it is not reached, abort the takeoff and check that the prop is at minimum pitch. The fuel tends to cross-flow from right to left, so half-close the right valve as needed.

## WHAT TO CHECK WHEN BUYING

Confirm the flight manual is present and covers your serial number. Inspect the wing spar pins, bolts and connectors. Test fuel-connector flow (1 liter per minute). Look for gearbox oil leaks and check the flapperon controls and tail wheel. Ask for any Vne exceedance or flutter event, since the manual requires an airworthiness check by authorised service after either. Check the maintenance records against the 200-hour service interval.

### SPECIFICATIONS

| | |
|---|---|
| Engine Model | ROTAX 912 |
| Propeller Fixed Pitch | Pipistrel BAM 2 |
| Propeller Variable Pitch | Pipistrel VARIO |
| Fuel Tanks | 2 x 30 l |
| Empty Weight Kg | 284 |
| Max Crew Weight Kg | 180 |
| Max Positive G | 4 |
| Max Negative G | 2 |

### PERFORMANCE

| | |
|---|---|
| Takeoff Roll Ft | 305 |
| Takeoff Over 50ft Obstacle Ft | 450 |

### V-SPEEDS

| | |
|---|---|
| Vne Kts | 122 |
| Vmax Kts | 119 |
| Va Kts | 76 |
| Vfe Kts | 70 |
| Vae Kts | 86 |
| Vy Kts | 62 |
| Stall Flaps 2nd Kts | 34 |
| Final Approach Kts | 48 |

### WEIGHT & BALANCE

| | |
|---|---|
| Empty Weight Kg | 284 |
| Max Crew Weight Kg | 180 |
| Parachute And Luggage Weight Kg | 18 |
| Max Luggage With Grs Kg | 4 |

## SAFETY NOTES

- If Vne is exceeded or flutter occurs, land as soon as possible and have the aircraft inspected by authorised service personnel before flying again.
- Above 3300 ft pressure altitude, treat all speed limits as TAS and reduce indicated airspeed accordingly. Do not exceed 80 kts with flaps other than negative.
- Do not retract spoilers right after touchdown, because the aircraft may rebound. Retract them only after it has come to a complete standstill.

AI-aggregated guide for the PIPISTREL VIRUS 912 · sources: Flight manual and Maintenance manual (#100223) · generated 2026-11-25 · Reference only, not for flight. Check the original documents before relying on this guide.