COMING SOON

Aeropilot Legend 600

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DESCRIPTION

The Aeropilot Legend 600 arrived in the light-sport arena with an unashamed aesthetic homage: it looks like a scaled-down Cessna Skylane, right down to the swept vertical fin, strut-braced high wing, and roomy cabin profile. Yet behind the nostalgic silhouette lies a thoroughly modern composite airframe engineered specifically for the 600 kg light-sport aircraft (LSA) and advanced ultralight categories. Where early microlights often felt like minimalist tubular kites, the Legend 600 brought the ramp presence, cabin width, and solid handling feel of traditional general aviation iron to the lower-cost realm of Rotax power.

Developed in the Czech Republic by Aeropilot—a country renowned for its dense concentration of composite aerospace craftsmanship—the Legend 600 was designed to capture pilots stepping down from legacy primary aircraft without feeling like they had compromised on cabin space or flying qualities. By leveraging carbon-fibre composite manufacturing, the designers produced an airframe light enough to comply with strict maximum takeoff weight limits while remaining stiff enough to resist the structural deflection that can plague lighter sport types. The result is an airframe that bridges the gap between fun recreational cruising and practical cross-country touring.

Quick facts

What is the Aeropilot Legend 600 like to fly on a real-world trip?

In the air, the Legend 600 quickly distinguishes itself from ultralights that feel twitchy or overly light on the controls. Roll response is crisp thanks to effective flaperons or conventional ailerons depending on the wing specification, but pitch stability is pleasantly positive. Trimmed out for cruise at 5,000 feet, the aircraft holds its attitude with minimal steering input, exhibiting a stability profile reminiscent of a light Cessna rather than an ultra-sensitive light-sport airframe. Control forces are well-balanced, though pilots transitioning from heavy legacy aircraft will find the rudder lighter and more responsive than they might expect.

Landing the Legend 600 highlights the aerodynamic efficiency of its high wing. Float is pronounced if you carry excess airspeed into the flare; precise energy management on final approach is rewarded with short rollouts and gentle touchdowns. With its robust spring-steel main landing gear and wide wheel track, crosswind handling is docile, though the low wing-loading inherent to all 600 kg LSA aircraft means thermal turbulence will feel more pronounced than in a heavier 1,100 kg aircraft.

Powerplant, systems and technical highlights

- Engine choices: Powered predominantly by the 100 hp Rotax 912 ULS or fuel-injected Rotax 912 iS, offering low fuel consumption on unleaded auto gas (MOGAS) or AVGAS.
- Composite airframe: Monocoque structure crafted from carbon-fibre and glass-fibre composites, delivering high structural rigidity with low empty weight.
- High-wing layout: Strut-braced design providing excellent downward visibility for sight-seeing, natural shade in sunny weather, and easy cabin entry.
- Cabin accessibility: Generous dual doors fitted with gas struts, allowing easy step-in entry without crawling over wing struts or lower spars.
- Avionics fitment: Dashboard typically fitted with dual glass displays such as Dynon SkyView HDX or Garmin G3X Touch alongside back-up mechanical instrumentation.
- Safety features: Available integrated ballistic parachute system (BRS) mounted in the upper fuselage structure.

How it compares

Comparison based on typical specifications for the Tecnam P2008 LSA. Performance and capacities vary depending on optional equipment, propeller configuration, and engine variant installed.

Honest ownership note: Operating a carbon-composite light-sport aircraft like the Legend 600 offers low hourly running costs thanks to the Rotax powerplant, but prospective owners should remain aware of specific maintenance considerations. Composite repairs require a technician skilled in structural resins and vacuum bagging rather than traditional sheet-metal riveting. A pre-purchase inspection must focus heavily on the composite airframe for evidence of hidden gelcoat stress cracks, previous unrecorded ground strike repairs, or delamination around landing gear attachment hardpoints. Ensure that local maintenance facilities are fluent in Rotax line maintenance—specifically carburetor balancing on 912 ULS models or electronic diagnostic checks on 912 iS variants—and confirm that spare parts support from the Czech factory or regional distributors aligns with your operational location.

Exterior and cabin

Exterior

- Classic swept vertical tail and strut-braced high-wing silhouette echoing legacy GA icons.
- Smooth composite gelcoat finish eliminating flush rivets and panel seams for reduced skin friction drag.
- Wide wheel track with streamlined wheel pants over spring-steel gear legs.
- Large transparent door panels providing exceptional side and lower visibility.

Cabin and cockpit

- Exceptionally wide cabin layout offering generous shoulder room for two large adults side-by-side.
- Ergonomic center console or dual control sticks with elevator trim and radio push-to-talk switches integrated.
- Luggages bay located directly behind the seats, easily accessible from within the cabin during flight.
- Modern instrument panel accommodating wide-format electronic flight displays and tablet mounts.

Who is the Aeropilot Legend 600 for?

- Pilots seeking traditional high-wing aesthetics combined with modern LSA efficiency and low fuel burn.
- Recreational aviators stepping down from heavier legacy types who refuse to compromise on cabin width.
- Owners wanting an economical two-seat cross-country platform that runs comfortably on unleaded MOGAS.

The Aeropilot Legend 600 successfully captures what made mid-century high-wing tourers famous—great visibility, easy cabin accessibility, and predictable handling—and reinterprets it through contemporary composite engineering and efficient Rotax propulsion. For the owner-pilot who wants sensible cross-country speeds, low operating overheads, and a familiar ramp profile, the Legend 600 remains one of the most practical and aesthetically charming choices in the 600 kg light-sport category.

SPECIFICATIONS

General Information

Model	**Aeropilot Legend 600**

Engine & Power Systems

Engine Type	**Rotax 912 ULS / 912 iS**
Propeller Type	**3-blade ground-adjustable or variable-pitch propeller**

Avionics & Equipment

Avionics	**Glass cockpit options (Dynon SkyView, Garmin G3X Touch) or analog flight instruments**

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR

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HOW TO BID ON THIS LOT

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