COMING SOON

Pipistrel Virus SW

New California, United States

STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	Yes

LOT	AUCTION	BRAND	CATEGORY
#192	#163	Pipistrel	Aircraft
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DESCRIPTION

The Pipistrel Virus SW is the aeroplane that made many pilots reconsider what a high-wing light aircraft could do between short runways. Developed around low drag rather than sheer installed horsepower, it brought glider-bred efficiency to the light-sport and microlight market: long legs, a notably clean cruise profile and a useful turn of speed without abandoning the visibility and practicality of a high wing. The “SW” means Short Wing, and that is the point of the design—less span than the earlier long-wing Virus/Sinus lineage, more emphasis on cross-country pace and a more compact footprint on the ground.

Pipistrel built the Virus SW as a development of its established composite light-aircraft formula, then gave it a demanding public audition. The type’s performance was recognized in the 2007 NASA Personal Air Vehicle C hallenge and the 2008 NASA General Aviation Technology Centennial Challenge, achievements that suited its d esign brief unusually well: cover meaningful distance efficiently, operate from relatively short strips and do it with a modest Rotax engine. The result is not a miniature touring aeroplane pretending to be a utility machine; it is a p urpose-built two-seat cruiser whose efficiency is the central engineering story.

Pipistrel Virus SW quick facts

What makes the Pipistrel Virus SW stand out from other light high-wing aircraft?

The short answer is that the Virus SW spends very little energy making drag. Its 35-foot wing, clean composite surfaces and approximately 15:1 glide ratio give it an efficiency more often associated with motor gliders than conventional ab-initio trainers. That does not make it a sailplane with a propeller bolted on; the shorter wing was chosen to sharpen the aeroplane’s cross-country purpose and reduce the languid, long-span character of its p redecessors.

That efficiency changes the way a Virus SW is used. At sensible power settings, it can turn fuel into distance rather than noise, while the 100 hp variants offer performance that makes a serious point-to-point trip realistic. The type’s a irbrakes are an important part of the package. A clean aeroplane can be reluctant to come down when asked, so t he ability to add drag deliberately is more useful than it sounds—especially when descending into a small-field c ircuit after a long, high cruise.

The trade-off is equally clear. A light, aerodynamically clean two-seater rewards accurate airspeed control and thoughtful energy management. It is not the kind of aeroplane that encourages a pilot to arrive high, fast and vague, then expect mass and drag to sort everything out. The Virus SW will do a great deal efficiently; it still expects the pilot to participate.

Powerplant, systems and technical highlights

- Rotax 912-series powerplants span carbureted 80 hp and 100 hp installations through the fuel-injected 912 iS; some Virus SW versions were offered with the turbocharged Rotax 914 series.
- Published 75% cruise figures range from 104 kt for the 80 hp version to 147 kt for the 100 iS, illustrating how much the chosen engine and installation matter.
- The 100 hp SW 100 is published with a 35 ft 2 in wingspan, 102 sq ft wing area and an approximately 15:1 glide ratio.
- Flaperons provide the normal high-lift settings, while dedicated airbrakes give the pilot another tool for descent and approach-energy control.
- Fixed tricycle gear is the familiar arrangement, although tailwheel examples exist; verify the exact undercarriage configuration before training or insurance planning.
- A ballistic recovery parachute system and aramid reinforcement around the cockpit are core safety features associated with the type.

- Panels vary widely, from conventional instruments to glass-cockpit installations with GPS-driven autopilot; some factory configurations were offered with IFR-capable equipment.

How does the Pipistrel Virus SW compare with a Tecnam P92 Echo MkII?

The Tecnam P92 Echo MkII is a representative contemporary light-sport rival. Figures vary materially by Virus SW model, engine, propeller, maximum weight and installed equipment.

Honest ownership note: A Virus SW is not difficult because it is exotic, but it is not a generic metal two-seater either. A pre-purchase inspection should examine the composite structure closely for damage and quality of any previous repair, confirm the condition and operation of the ballistic-recovery installation, test the airbrakes and flap system, and establish precisely which engine, propeller and avionics suite are installed. Rotax 912-series support is widespread, but maintenance still belongs with technicians familiar with Rotax procedures and the documentation trail. For light-sport examples, repairs or alterations outside the approved maintenance data can require manufacturer authorization. A Pipistrel-savvy maintenance shop and an active type-owner community are worth more than a bargain found a long way from either.

Pipistrel Virus SW exterior and cabin

Exterior

- A slim composite fuselage, high wing and long, clean canopy line give the type a distinctly sailplane-influenced silhouette.
- The short-wing layout retains a 35-foot span on published SW 100 data: substantial enough for efficiency, compact enough to look purposeful rather than delicate.
- Fixed main gear, a small nosewheel on tricycle versions and prominent airbrake panels distinguish the standard landplane configuration.
- Composite fairings and tight surface lines are not decoration; they are central to the aeroplane's low-drag m ission.

Cabin and cockpit

- Two occupants sit side-by-side beneath a broad canopy, with the high wing helping provide a useful downward view.
- The cockpit safety cell uses aramid reinforcement, while the instrument panel may be a visible carbon-fibre structure.
- Adjustable rudder pedals are part of the type design, helpful in a compact cabin shared by pilots of different stature.
- Panel layouts range from analogue basics to integrated glass avionics and autopilot controls, so the actual cockpit arrangement deserves close inspection.

Who is the Pipistrel Virus SW for?

- The pilot who values efficient two-seat touring more than carrying four people or bulky loads.
- The owner based at a paved or well-kept grass strip who appreciates short-field capability but does not confuse it with rugged bush-plane toughness.
- The technically engaged pilot comfortable managing a light, clean aeroplane and its energy precisely.
- The buyer seeking Rotax economy, high-wing visibility and modern composite aerodynamics in one package.

The Virus SW remains an unusually coherent answer to a particular question: how much useful travelling aeroplane can be made from two seats, a small Rotax and ruthless attention to drag? For the right pilot, the answer is more

than expected. For the wrong mission, it is still only two seats and a light-aircraft payload. That clarity is one of its virtues.

SPECIFICATIONS

General Information

Model	**Pipistrel Virus SW**

Engine & Power Systems

Engine Type	**Rotax 912 UL, 912 ULS or fuel-injected 912 iS; Rotax 914-series installations on some variants**
Propeller Type	**Two-blade variable-pitch and constant-speed propeller options, variant dependent**

Avionics & Equipment

Avionics	**Variant-dependent analogue or glass cockpit; GPS-driven autopilot and IFR-capable suites were offered**

PHOTOGRAPHS

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

EXTERIOR

AI enhanced

AI enhanced

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HOW TO BID ON THIS LOT

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