

COMING SOON

Pipistrel Virus SW



AI enhanced

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#192	#163	Pipistrel	Aircraft
BIDDING CLOSES	SELLER		
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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 Challenge and the 2008 NASA General Aviation Technology Centennial Challenge, achievements that suited its design 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 purpose-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 predecessors.

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 airbrakes are an important part of the package. A clean aeroplane can be reluctant to come down when asked, so the ability to add drag deliberately is more useful than it sounds—especially when descending into a small-field circuit 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 mission.

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
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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
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PHOTOGRAPHS

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

EXTERIOR











HOW TO BID ON THIS LOT

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collectairs.com/auctions/pipistrel-virus-sw

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Ikarus Comco C42

Kirn, Germany

€65,000 CURRENT PRICE

Closes 8 October 2026, 19:00 UTC

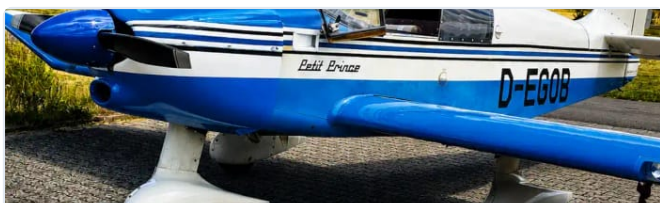


Rare UTVA AERO 3

Büren, Germany

€20,000 CURRENT PRICE

Closes 8 October 2026, 19:00 UTC



Avions Robin DR300/125

Kirn, Germany

€40,000 CURRENT PRICE

Closes 30 September 2026, 19:00 UTC



Robin HR 100 210D

Nordhorn, Germany

€49,000 CURRENT PRICE

Closes 15 October 2026, 19:00 UTC

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