

LIVE

Rare UTVA AERO 3

Büren, Germany



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
€20,000	€20,000	0	No

LOT	AUCTION	BRAND	CATEGORY
#176	#147	UTVA	Aircraft
BIDDING CLOSES	SELLER		
8 October 2026, 19:00 UTC	A****7		

This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.

DESCRIPTION

Genuinely rare classic aircraft don't come along often, and the UTVA Aero 3 is about as uncommon as it gets outside its home region. This example spent its working life training pilots for the former Yugoslav Air Force , and it's now offered for sale with a documented, honestly disclosed condition report.

The UTVA Aero 3 was built by UTVA (Utvа Avio Industrija), the Yugoslav aircraft manufacturer based in Panevo, as a primary trainer for military pilot instruction during the Cold War era. Aircraft like this rarely leave the region where they were built and operated, which makes a Western-registered, flying example a genuine rarity for general aviation collectors and warbird enthusiasts alike.

Quick Facts: This UTVA Aero 3

Spec

Detail

Aircraft

UTVA Aero 3

Rarity

Genuinely rare — very few survive outside former Yugoslavia

History

Served as a primary trainer for the former Yugoslav Air Force

Condition

Flying condition, always hangared

Registration

French registration, F-AZ..

ARC

Currently expired — can be renewed if needed

Engine

Lycoming O-435-1 — 240 hours since overhaul

Propeller

New — only 17 hours

Avionics

8.33 kHz radio and Mode S transponder — EU OPS compliant

Extras Included

Spare engine (partially overhauled) plus additional spare parts; brand-new tires

Why is the UTVA Aero 3 considered rare on today's market?

Very few UTVA Aero 3 trainers ever left former Yugoslavia's military inventory, and even fewer have found their way onto Western civil registers. For collectors researching Cold War-era military trainers, a flying, documented UTVA Aero 3 like this one represents a genuinely uncommon opportunity rather than just another vintage trainer for sale.

This particular aircraft's ARC is currently expired but can be renewed if needed — an honest, upfront disclosure that reflects exactly the kind of transparency serious buyers should expect from any classic aircraft listing.

Powerplant, Systems & Technical Highlights

The mechanical story on this UTVA Aero 3 is refreshingly straightforward: recent engine work, a near-new propeller, and modern EU-compliant avionics already installed.

- Engine: Lycoming O-435-1, six-cylinder horizontally-opposed powerplant — 240 hours since overhaul
- Propeller: Brand new, with only 17 hours logged
- Avionics: 8.33 kHz-spaced radio and Mode S transponder, both installed specifically for EU OPS compliance
- Tires: Brand-new tires fitted
- Spares included: A spare engine (partially overhauled) plus additional spare parts — a significant practical advantage for a rare type
- ARC status: Currently expired; renewal available if required by the buyer

What does it really mean to buy a rare type like the UTVA Aero 3?

Consideration

A Rare Type Like the UTVA Aero 3

A Common Western Trainer*

Collector/rarity appeal

Very high — genuinely uncommon outside former Yugoslavia

Low — thousands still flying worldwide

Parts availability

Limited; this example includes a spare engine and spare parts

Widely available through established supply chains

Type-club/support network

Small, specialist community

Large, well-established

Investment/collector value

Potentially significant, given genuine scarcity

Stable but unremarkable

*Representative of a mass-produced Western trainer type for comparison purposes.

Honest ownership note: For a type this rare, the included spare engine and spare parts aren't just a nice bonus — they're arguably the most important item in the sale. Parts support for UTVA aircraft is limited outside former Yugoslavia, so having a partially overhauled spare engine on hand meaningfully de-risks long-term ownership. A pre-purchase inspection and ARC renewal plan should be part of any serious offer.

Exterior & Cockpit

Specific cosmetic and paint details weren't provided by the seller for this listing, so the honest highlights here are about care and condition rather than appearance.

Exterior highlights:

- Always hangared — never left exposed to the elements
- Currently in flying condition
- Brand-new tires recently fitted
- Genuine former Yugoslav Air Force primary trainer heritage

Cockpit and systems highlights:

- Two-seat trainer cabin, configured for primary flight instruction
- Modern 8.33 kHz radio and Mode S transponder fitted for current EU airspace requirements
- Straightforward, no-frills military-trainer layout consistent with its original training role

Buyers interested in the exact cabin layout, seating configuration, or paint scheme should confirm these details directly with the seller — a sensible step for any aircraft this uncommon.

The Perfect Airplane For**Who is this UTVA Aero 3 best suited for?**

This UTVA Aero 3 suits a very specific kind of buyer — one drawn to genuine rarity and Cold War-era military aviation history, not just another vintage trainer.

- Cold War aviation collectors specifically interested in former Yugoslav or Eastern European military aircraft
- Warbird and vintage trainer enthusiasts seeking genuine rarity over mainstream availability
- Buyers comfortable managing an ARC renewal and the paperwork that comes with a rare type
- Owners who value included spare parts , given the practical realities of supporting an uncommon airframe
- Europe-based buyers , who benefit from the aircraft's EU OPS-compliant avionics and Germany/France-based location and registration

Good fit if...

Worth a second thought if...

You collect rare Cold War-era or former Yugoslav military trainers

You want a type with a large, established parts and support network

You're comfortable renewing an expired ARC before flying

You need an aircraft with a currently valid ARC today

You value the included spare engine and spare parts

You're not interested in long-term stewardship of an uncommon type

You're based in or near Europe

You need extensive published performance data before committing

For the right buyer, this UTVA Aero 3 offers something increasingly hard to find in the classic aircraft market: genuine, documented rarity, backed by recent engine and propeller work and a spares package built for the long haul.

SPECIFICATIONS

General Information

Year	1958
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Engine & Power Systems

Engine Type	Lycoming O-435-1
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Engine Time Since Overhaul	240 Hours
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Propeller Type	Senenich
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Propeller Time	17 Hours
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Avionics & Equipment

Avionics	Bednix King Mode S Transponder and FUNKE COM 8.33khz
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Maintenance & Records

Maintenance Highlights	ARC is currently expired — can be renewed if needed
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Performance & Specifications

Passengers	1 Pilot + 1 Crew
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PHOTOGRAPHS

11 of 12 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR

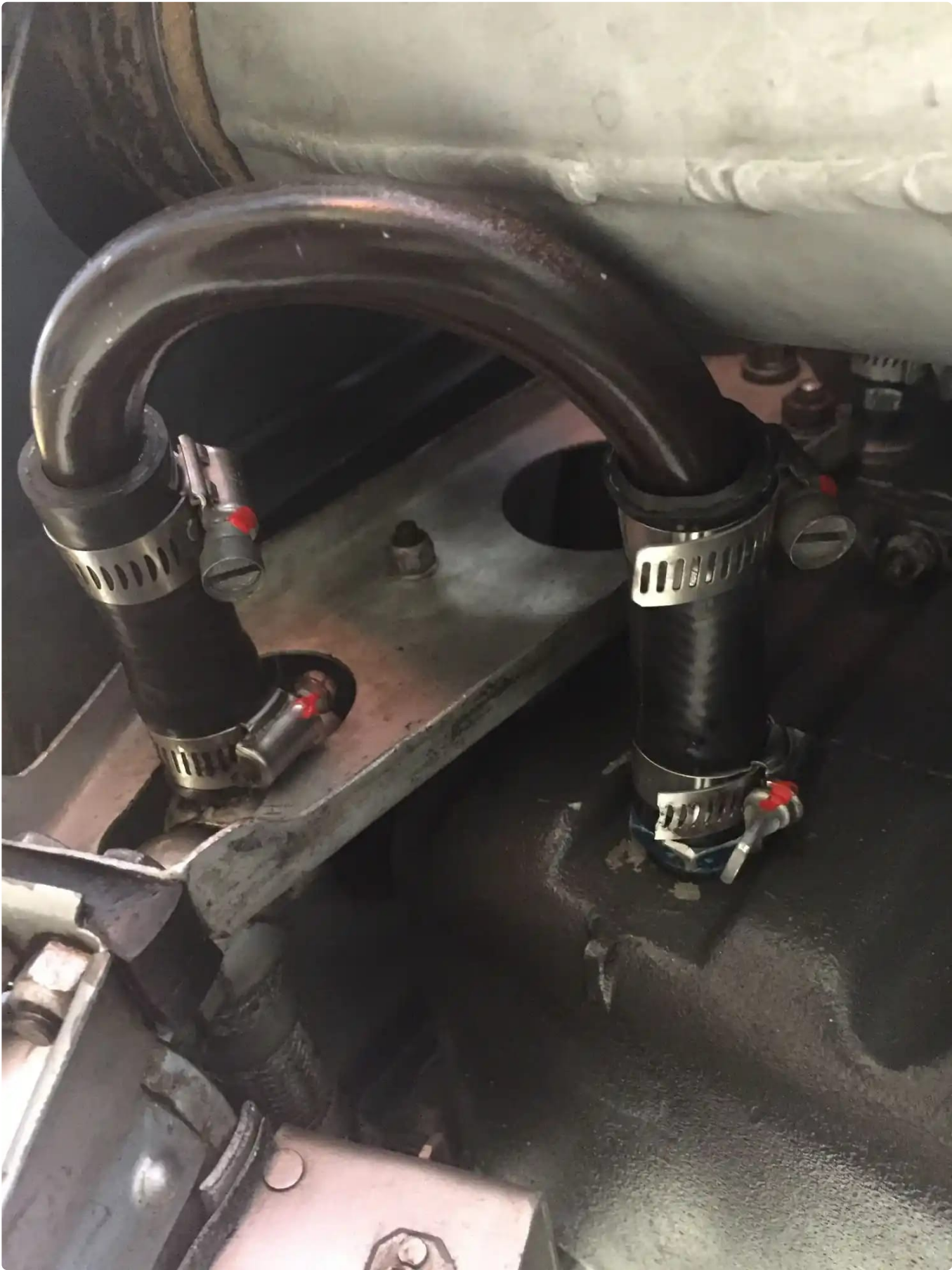






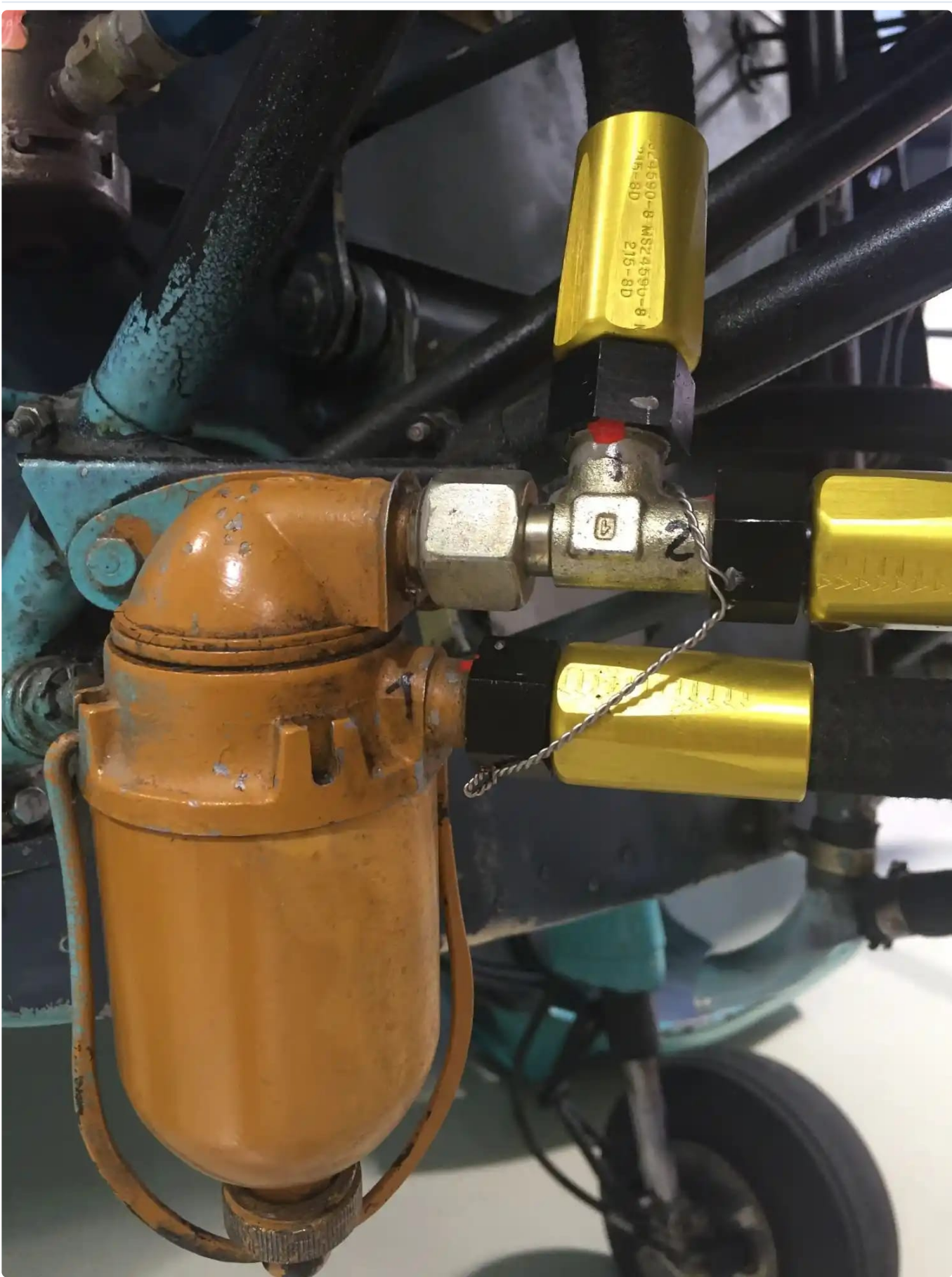


MECHANICAL

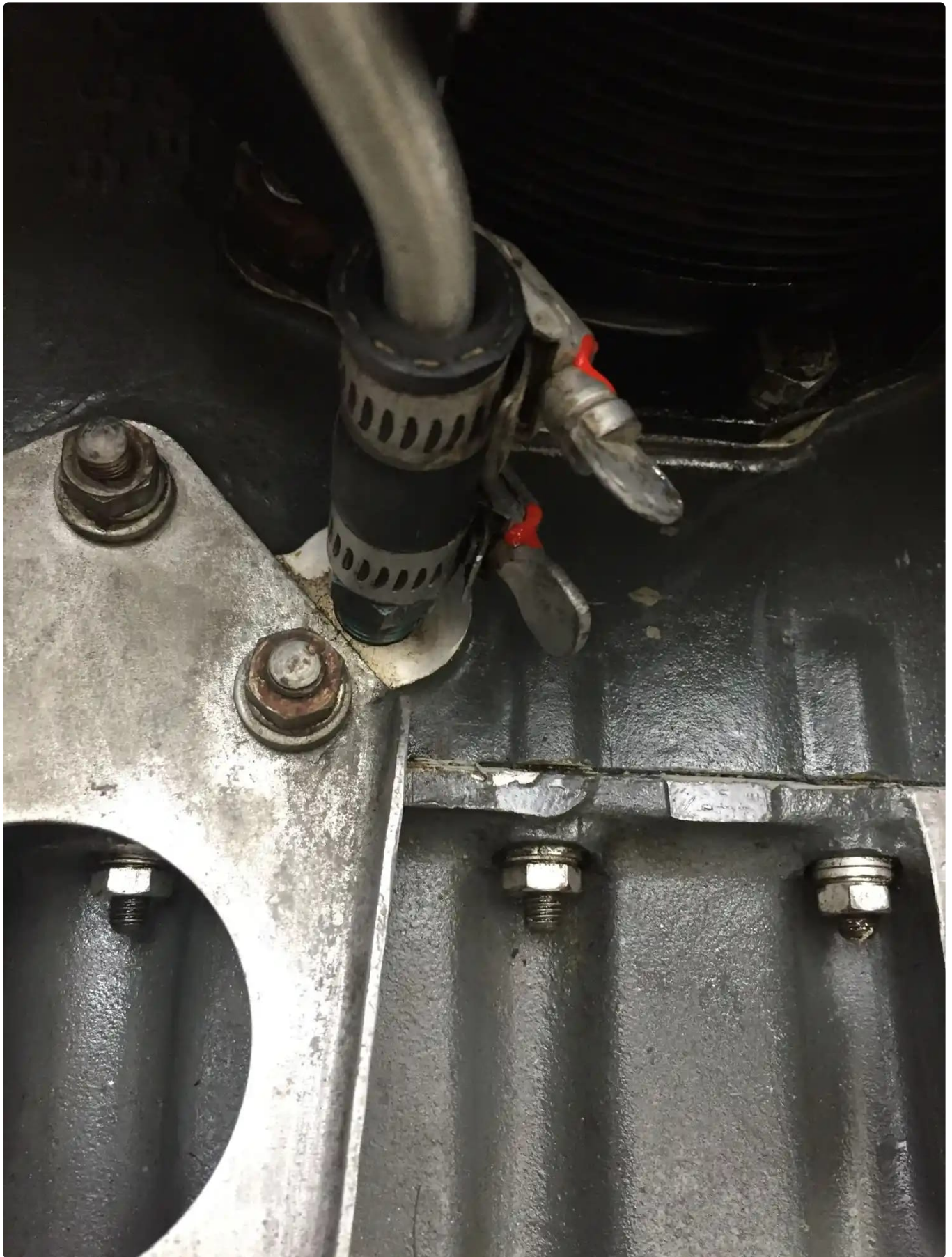












INTERIOR



HOW TO BID ON THIS LOT

Bidding is online at CollectAirs. Register and complete verification in good time before the lot closes, verification is reviewed by our team rather than granted instantly.

collectairs.com/auctions/rare-utva-aero-3

Questions about this aircraft, the paperwork or the process can be sent to our team at any hour on WhatsApp, or by email at info@collectairs.com.

OTHER LIVE AUCTIONS

Live when this document was prepared. Stages and availability change: check the site for the current position.



AERO DESIGN PULSAR XP100

Bad Vöslau, Austria

€19,000 CURRENT PRICE

Closes 8 October 2026, 13:00 UTC

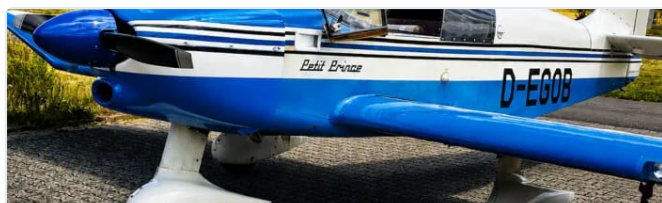


Ikarus Comco C42

Kirn, Germany

€65,000 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

Every lot above opens its own page. Browse all live lots at collectairs.com/auctions/live

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Deregistration, export, import, customs, tax and re-registration are the buyer's responsibility, as is confirming that the aircraft can be lawfully imported and operated in the intended jurisdiction. Requirements vary by country and can affect both cost and timescale.

Photography and written content

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Seller identity

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