COMING SOON

TL-3000 Sirius

Ancaster, Canada



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LOT	AUCTION	BRAND	CATEGORY
#181	#152	TL Ultralight	Aircraft

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DESCRIPTION

When TL-Ultralight launched the TL-3000 Sirius in the late 2000s, high-wing light-sport aircraft were largely dominated by traditional aluminum structures and boxy, utilitarian shapes. The Czech manufacturer took a noticeably different approach. Building on the aerodynamic lessons of their low-wing TL-2000 Sting, they crafted a sleek, fully carbon-composite high-wing cruiser that prioritized cabin room, panoramic forward visibility, and cross-country efficiency over pure STOL capability. The result was an LSA that felt less like an ultralight adaptation and more like a scaled-down, modern light touring aircraft designed around long-haul pilot comfort.

Hailing from Hradec Králové in the Czech Republic, TL-Ultralight engineered the Sirius to capture pilots transitioning out of aging legacy trainers like the Cessna 150 or 172. Built to meet both European ultralight categories and US Light-Sport Aircraft (LSA) standards, the Sirius was designed with a strutless cantilever wing, a spacious 46-inch wide cabin, and generous overhead skylights. The model established itself as a refined alternative in the upper tier of light-sport aviation, offering smooth handling and impressive range on minimal fuel burn.

Quick facts

What makes the TL-3000 Sirius stand out among high-wing LSAs?

The defining feature of the TL-3000 Sirius is its cantilever wing design, which eliminates external wing struts entirely. This cleanly sculpted airframe not only reduces parasite drag to yield cruising speeds above 110 knots on 100 horsepower, but it also dramatically simplifies cabin entry and exit. Without diagonal struts to duck under or avoid on the ramp, stepping into the cockpit through the large, upward-opening gull-wing doors is natural and effortless for pilots and passengers alike.

In flight, the Sirius delivers a harmonized and predictable control feel. The cantilever wing employs an efficient airfoil that retains crisp roll response down to slow airspeeds, while the large control surfaces provide reassuring stability in turbulence. Downward and lateral visibility is another major strength: the high wing position combined with a expansive windshield and ceiling skylights gives both occupants an exceptional field of view during turns, steep banking, and traffic pattern operations.

Powerplant, systems and technical highlights

- Powerplant options: Powered predominantly by the 100 hp Rotax 912 ULS or fuel-injected 912 iS, running on unleaded motor fuel (mogas) or 100LL aviation gasoline.
- Cantilever wing structure: Clean, strutless composite wing design that minimizes drag and optimizes downward visibility.
- Cabin ergonomics: A broad 46-inch (1.18 m) cabin width with side-by-side seating, offering significantly more elbow room than standard two-seat trainers.
- Fuel economy: Low fuel consumption averaging around 18 to 20 litres per hour (approx. 5 US gallons per hour) at standard cruise power.
- Baggage capacity: Dedicated baggage compartment located behind the seats, accessible from inside the cabin during flight.
- Ballistic parachute option: Structural provision for an integrated airframe recovery parachute system (BRS or Galaxy) housed within the upper fuselage.
- Glass cockpit integration: Commonly equipped with modern avionics suites such as Dynon SkyView or Garmin G3X Touch alongside secondary back-up instruments.

How it compares

Performance figures and specifications vary based on engine variant, propeller selection, airframe weight, and local airworthiness registration categories.

Honest ownership note: Owning a carbon-composite light-sport aircraft requires a shift in maintenance mindset compared to traditional sheet-metal airframes. Composite structures demand specialized repair techniques and clean conditions, making airframe repairs reliant on qualified composite technicians. Because TL-Ultralight is based in Europe, sourcing factory-specific structural replacement components can sometimes involve international transit lead times, making a strong relationship with an authorized distributor important. Furthermore, the Rotax 912 powerplant demands diligent attention to liquid-cooling systems, gearbox inspection schedules, and carb-balancing routines. If equipped with a ballistic recovery parachute, owners must budget for mandatory pyrotechnic igniter and parachute repack cycles every six to ten years.

Exterior and cabin

Exterior

- Smooth, rivet-free composite finish across the fuselage, wings, and empennage.
- Strutless high-wing profile with integrated winglets designed to minimize drag.
- Large forward windscreen seamlessly integrating into overhead glass skylights.
- Sturdy main gear legs built to handle grass airfield operations comfortably.

Cabin and cockpit

- Wide side-by-side seating layout with adjustable rudder pedals to suit various pilot heights.
- Dual flight controls with central or dual control columns depending on factory build choices.
- Comfortable upholstered bucket seats fitted with three-point or four-point shoulder harnesses.
- Convenient aft luggage shelf designed for soft travel bags and flight gear.

Who is the TL-3000 Sirius for?

- Pilots seeking an efficient, low-operating-cost cross-country aircraft for two.
- Flight schools and flying clubs wanting a modern composite high-wing trainer with forgiving flight characteristics.
- Recreational aviators transitioning from legacy aircraft who desire modern glass avionics and lower fuel burn.

The TL-3000 Sirius strikes a well-judged balance between practical utility and modern composite design. By combining a drag-reducing cantilever wing with an easy-to-access, wide cabin, TL-Ultralight created a light-sport aircraft that feels like a true cross-country cruiser. For aviators looking to travel economically without sacrificing cockpit comfort or panoramic views, the Sirius remains one of the most compelling high-wing options on the light aircraft market.

SPECIFICATIONS

General Information

Model	**TL-3000 Sirius**

Engine & Power Systems

Engine Type	**Rotax 912 ULS**
Propeller Type	**3-blade ground-adjustable**

Avionics & Equipment

Avionics	**Dynon SkyView / Garmin G3X Touch**

PHOTOGRAPHS

3 of 4 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR





INTERIOR


AI enhanced

HOW TO BID ON THIS LOT

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