



Shark attack

Shark Aero's tandem seat ultralights have become a regular feature in the Aero exhibition halls, and this year the Czech-based company is showcasing a five-strong lineup on its stand including the Shark 600 Turbo (600T) and the in-development Shark Sport prototype. Shark introduced its first model - the Shark 600 - in 2009. Deliveries of the Rotax 912-powered aircraft followed two years later and more than 180 examples are in service. German certification of the Rotax EP914 TI-powered 600T is imminent, says Shark, while the Sport variant - with a 912iS engine - is undergoing flight testing. The orderbook will open at the end of the year. Pictured is Andrew Mills, chief pilot for Wingman Aviation, Shark distributor for Germany and Switzerland.

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Volo that!

Reborn eVTOL developer marks return with two-seat platform for GA market

Dominic Perry

Back from the brink Volocopter has officially unveiled the VoloXPro, an electric vertical take-off and landing platform specifically pitched at the general aviation market.

Essentially a simplified and slimmed down version of the VoloCity - its two-person eVTOL

designed for commercial passenger transport - Volocopter, which is now a subsidiary of Chinese-owned Austrian general aviation manufacturer Diamond, sees the VoloXPro as ideal for owner flyers, flight schools or even, outside Europe, the air taxi market.

Priced at €490,000 for the baseline model "it is a super-cost-efficient trainer," says chief technology officer David Bausek

(pictured), who points to its utility for either basic instruction or conversion onto powered-lift eVTOLs.

"With this rating and transition training you could fly a Joby or an Archer - all the other aircraft that are in this category.

"If you run a flight school or are paying for your own training it needs to be as cost-efficient as possible - you would not train in a \$6 million aircraft, it makes no sense."

For European customers, the VoloXPro has a maximum take-off weight (MTOW) of 600kg (1,320lb) - the maximum permitted in the ultralight category - rising to 620kg for those elsewhere in the world.

Prior to its December 2024 insolvency and subsequent acquisition by Diamond last year Volocopter had been developing a similar aircraft concept it called the 2X. However, the company

has since returned to the drawing board, says Bausek.

"We have totally changed the aircraft so it has nothing to do with the old one," he says.



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