

Aero L-60 Brigadyr



Model History

In the late 1940s, the Czechoslovak Air Force still operated K-65 Čap STOP aircraft a local copy of the 1936 Fieseler Fi 156 Storch, manufactured by Orličan in Chocen. As it became obsolete, 1951 the Czechoslovak Ministry of Defence opened a competition for new liaison and utility aircraft. That contest was won by project named LB-60 and proposed by engineer Ondrej Nenec. The first prototype was tested in 1953. Initially the L-60 was powered by Praga Doris engine, also known as Walter M-208, designed by Jaroslav Kruliš. This engine proved to be unreliable, and majority of the L-60s underwent engine upgrades in 1970s, by replacing original powerplant with Polish made Ivchenko AI-14RA radial engine.

Year of manufacture: 1960
Full restoration: 2015
Chassis: 150911
Engine: Praga Doris M208-M
Registration: LY-EZE
Original registration: HB-EZE

Technical Data

- ICAO code: 60
- Classification: L1P
- Category: L/G
- Predecessor: K65 Čap
- Prototype: December 1953
- Type: STOL
- Years of produced: 1956-1959
- Aircrafts produced: 273
- Manufacturer: Aero (CZE)
- Engine: Praga Doris M208-B, 220hp
- Engine type: air cooled 6 cylinder flat
- Also called: Orličan L-60 Brygadyr
- Persons on board: 4
- Length: 8.54 m
- Wingspan: 13.96 m
- Height: 2.72 m
- Wings area: 24.30 m²
- Empty weight: 1,460 kg
- Max takeoff weight: 1,560 kg
- Maximum speed: 193 km/h (104 kn)
- Cruise speed: 175 km/h (94 kn)
- Stall speed: 52 km/h (28 kn)
- Range: 720 km at 1000 m
- Service ceiling: 4,200 m (13,800 ft)