

AviPro Aircraft, Ltd.



Kits are in Arizona, Arkansas, Indiana, Nevada, Oregon, California, Colorado, Utah, Texas, Montana, Wyoming, Wisconsin, Minnesota, Michigan, Alaska, Maine and Florida and the owners listed below have agreed to be contacted about the kits and their dealings with AviPro. 86 kits have been delivered.

- FLYING BH-Mark Goldberg, S.W. Texas, e-mail, n95mf@hotmail.com*
- FLYING BH - Jim Clevenger, Kissimmee, FL, cell phone: 407-361-2580*
- Joe Lisanke, North Florida, e-mail, Lisankejm@gru.com*
- Gary Evans, Oregon, e-mail, CaptainMidnight@comcast.net*
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- FLYING BH-Jan Gutwein, Indiana, e-mail, jgutwein@sugardog.com*
- Stew Robinson, Colorado, e-mail, stewartjrobinson@cs.com*

If you want to see a flying Bearhawk, they are located in Arkansas, Indiana, Florida, Wisconsin, Ohio, Virginia, Southern California, Texas and New Mexico.

WHAT IS A BEARHAWK?

True Four-Place Utility

This is a truly usable airplane! Cockpit dimensions are slightly larger than the much-loved Cessna 172 and include a door down the side for access to the back seat and the cargo compartment.

Carry Four People, Full fuel, AND 200 pounds

With a takeoff gross of 2,700 pounds (landing 2,500) the useful load will range from 1200-1550 pounds. This means the two 25-gallon fuel tanks can be filled and four full sized adults carried with room left over for baggage or cargo.

Cargo Bay With Large Doors

The back seat can be removed resulting in a huge cargo area with unobstructed access. Not only does the back seat have it's own door, but the door combines with the cargo door to allow a six foot loading area. In addition, the back seat can be turned to face backward, giving even more cargo area, as it shifts the passenger CG forward.



Flying for Eight Years - 200 Under Construction

Professional engineer Bob Barrows originally designed the Bearhawk to carry engines for his engine rebuilding business in 1995. He offered plans for sale and nearly 900 sets have been sold with an estimated 200 aircraft under construction and twenty-four flying.

Over 1000 hours of Flight Time

The two prototype aircraft (180 hp and 260 hp) have accumulated over 1000 hours of flight time including a trip to Alaska where Mr. Barrows spent time flying the bush.

Wide Choice of Engines - 150-260 horsepower

The aircraft delivers outstanding performance (125-155 mph cruise, 1000-2000 fpm) regardless of the engine. As per pilot evaluations by EAA's [Sport Aviation](#) magazine (October, 1995), [Northern Pilot](#) (October 2002) and [Airbum.Com](#), the takeoff and climb is impressive making it an ideal airplane for all types of applications, including floats in addition to being a truly practical cross country airplane (actually demonstrated cruise speed is 150 mph TAS w/540 Lycoming @ 62%).



Tubing Fuselage with Lots of Doors

The time-proven steel tube fuselage is the accepted standard for both longevity and crash survivability. For those thinking of serious bush operations, it is easily repaired in the case of an incident.

All-Metal wings with Lots of Flap

The 4412 airfoil combined with big flaps and a long, all-metal wing offer the best combination for short takeoff and landings with acceptable cruise speed.



Estimated Building Time

We frequently get asked how long it would take a first time builder to make a flying airplane out of the quick build kit. We now have enough airplanes finished and nearing completion that we are confident the average individual can complete the kit in approximately 1000-1300 hours. This will vary considerably based upon the builder's past experience and workshop capabilities. Those with experience in aircraft construction will come in under these numbers and first-time builders may run slightly longer. One experienced builder completed his in 850 hours!

This doesn't include extra time spent on fancy interiors, complex avionics or wild paint jobs.

WHO IS AVIPRO AIRCRAFT, LTD?

AviPro Aircraft, Ltd. is an Austin & Phoenix-based limited partnership, which manufactures its aircraft in Atlixco, Mexico through a sister and wholly-owned company. **The work is not contracted out but performed in AviPro's own plant.** AviPro's sole mission is the manufacturing and distribution of Bob Barrow's Bearhawk aircraft kits and subassemblies.





For additional plant photos, pilot reports and general information go to:

www.bearhawkaircraft.com

How Does the Bearhawk Fly?

First comes the question of its ground handling manners. That is a subjective question but if you can handle a Citabria in a 5-knot crosswind the Bearhawk will be no problem whatsoever. We'd recommend a minimum of 7-10 hours of tailwheel experience. We have over 35 years experience doing tailwheel check outs and have found a well-rounded tailwheel endorsement averages approximately 6-8 hours assuming no prior tailwheel experience.

In the air the airplane is smooth and its ailerons are much lighter and give a much higher roll rate than any Cessna product. Overall, it feels very much like a Bonanza in the handling department but with a lot more rudder authority. At low speed (40-50 mph), it is remarkably stable and solid.

For more information on the airplane's handling characteristics go to EAA's [Sport Aviation](#) magazine (October, 1995), [Northern Pilot](#) (October 2002) and [Airbum.Com](#),

BEARHAWK SPECIFICATIONS

Top Speed (Vne)	175 mph, IAS
Cruise Speed (250 hp, 62%)	150-155 mph TAS (varies w/tires, engine, weight, altitude)
Cruise Speed (180 hp)	130-140 mph, TAS
Landing Speed	40 mph, IAS
Takeoff Roll, zero wind	250-500 ft, demonstrated (depends on engine)
Rate of Climb @ gross	1,300-1,700 fpm (varies w/builder, engine, temp)
Range, 260hp @ 65% est.	625 mi.(standard tanks only)
	@ 50% est. 800 mi.
Empty Weight	1,200-1,400 pounds (varies w/builder/engine/prop)
Gross weight	2,500 pounds (<u>2700 pounds on floats</u>)
	2,700 pound takeoff, 2,500 pounds landing.
Useful Load	1,300-1,100 pounds (varies w/builder/engine/prop)
Fuel Capacity	50 gallons (standard). 72 gallons (optional, w/aux tanks)
Wing span	33 ft.
Wing Area	180 sq. ft.
Length	23 ft. 6 in.
Cabin Width	42 in. (at panel and shoulders, 172 is 39.5 in.)
Cabin Length	9 ft 8 in.
	(firewall to back of back of baggage area)
Engine HP range	150-260 hp

Useful Load With Floats

Using preliminary estimates from Montana Floats on the weight of the floats they are now developing for the airplane, the Bearhawk would have the following useful load, when equipped with their floats:

Engine	Useful Load w/Straight Floats	Useful w/Amphib Floats
180 hp	1220 lb	1020 lb
250 hp	1080 lb	880 lb