



■ Trig was displaying its TT21 and TT22 transponders and 8.33kHz radios, the TY91 and TY92, which are now available. Marketing manager Jon Roper said: "We can boast the largest volume of transponders sold in Europe." [www.trig-avionics.com](http://www.trig-avionics.com)

■ Butterfly Avionics has merged with Garrecht Avionik to form AIR Avionics. Its product line is called AIR Glide and offers "flexible, high quality and easy-to-use" soaring avionics. [www.air-avionics.com](http://www.air-avionics.com)

■ LX Navigation's stand featured the Zeus nav system (reviewed in S&G, Feb/March). Also on display were new products: LX 528, LX Zeus CAI, LX Zeus retrofit, and LX 5000 retrofit. [www.lxnavigation.com](http://www.lxnavigation.com)



■ EASA had a prominent presence, with regular talks on the stand and daily press conferences. EASA's stand promised "simpler, lighter, better rules for GA". We were told: "This new approach to small GA will identify options to alleviate processes and implement fundamental changes." Potential EASA 'changes' don't affect anything in the short/medium term, but watch this space. EASA test pilot Dominique Roland is pictured below during a presentation.



■ Next year's AERO is 15-18 April, 2015

> **AERO 2014 PHOTOGRAPHY BY SUSAN NEWBY/PAUL MORRISON**

# AERO 2014

S&G reports on the gliding interests at Europe's biggest aviation fair, held in Friedrichshafen in April



■ The Ventus 2cxa FES exhibited by LZ design attracted interest, especially from glider pilots visiting the show. Chief of production Matjaz Brus said: "We worked with Schempp-Hirth, who made changes to the moulds to allow for battery fitting and cables to the motor." Luka Žnidaršič, who invented the FES with his father, added that they were now just waiting for the paperwork, with a test flight planned for shortly after AERO.

Steve Jones, from Schempp-Hirth UK stockist Southern Sailplanes said: "We intend to fit a FES to our own Ventus 2cxa this winter. The FES has attracted a lot of interest from a number of people within the UK and Schempp-Hirth are proud to be the first major German sailplane manufacturer to have a viable electric



sustainer fitted into one of their gliders. It will also incorporate the latest generation of Maughmer winglets for the Ventus 2cx, which have flown recently with impressive results.

"The price is not fixed yet. We expect it to be at a similar level to the Turbo, but it is still early days."

[www.southernsailplanes.com](http://www.southernsailplanes.com)  
[www.front-electric-sustainer.com](http://www.front-electric-sustainer.com)



■ British vintage glider heritage was the theme of the VGC stand, manned by (left to right) Gere Tischler, a German member of the VGC, who organised the VGC stand; VGC Chairman Jan Forster; VGC Rally Secretary Klaus Schickling; VGC President Nick Newton; and Graham Saw, VGC Vice-President, who had towed his Petrel from Booker Gliding Club to take pride of place on the stand.

[www.vintagegliderclub.org](http://www.vintagegliderclub.org)

