

# Voyageur

**Extraordinary all terrain trike !  
Capable of enduring the worst**



## TOUGHNESS

The design and manufacture of the Voyageur trike is rooted in toughness and durability. Designed from the start to be much more capable than your average trike, this machine is stronger, more capable in rough conditions and more versatile than just about every machine flying today.



## QUALITY

The Voyageur trike is made in France under exacting quality controls and a strict certification standard. Quality is visible all over this machine.

## TECHNOLOGY

The Voyageur trike features technology not found on any other trike today. The most obvious is the cantilever mast that is structurally strong enough to eliminate the need for the standard front tube found on all other trikes today. The basic design is an aluminium sandwich with extra reinforcing structure. It also has a safety cable running through the sandwich. The sandwich is riveted and also bonded with aeronautical Araldite structural epoxy. The specific design is proprietary information of DTA.

## MATERIALS

The Voyageur trike utilizes only the best materials. These include aviation 4130 chromoly steel, a primarily stainless steel frame and aircraft grade aluminium.

# Voyageur II 912 S 100 CV

## FEATURES

- Unique cantilever design with no front tube
- Stainless steel frame (white)
- Large all-moving foot pedals
- Full front and rear shock absorbers (rear gas shocks)
- 3-wheel brakes with parking brake
- Cruise throttle
- Large aviation tires
- Padded seat covers
- Rear seat head rest
- Side luggage bags
- Large capacity fuel tank with fuel level gauge
- XXL Instrument panel
- Flight and engine instruments
- Full electrical system
- Assembled pitot system

## Technical specifications

Tested under the supervision of Bureau Veritas at 472,5 kg and an ultimate load limit of 4,5g 6g

Engine	Rotax 912S
ULFR	
Horsepower	100 HP
Reduction gearbox	2,43
Engine shock mounts	yes
Duc F-300 3 blade composite propeller	LE protected
Engine cowl	yes
Roto-molded polyethylene fuel tank	75 L with gauge
Engine instrumentation	yes
Flight instrumentation : altimeter, ASI, compass	yes
Fuel level indicator	yes
Key ignition	yes
Powerful brakes on all 3 wheels, 6 ply 600x6" aviation tires	yes
Cantilever vertical mast with no front strut	yes
Gauge between wheels	1,79 m
Wheelbase (fork position front or standard)	1,72 / 1,82 m
Overall width of trike	1,95 m
Height with wing Dynamic 450 & 15/430 or 16/430	3,60 m
Overall length of trike	2,58 m
Fmmtv weight off trike	178 kg

Voyageur 912S and wings :	DIVA	DYNAMIC 450
<b>Engine</b>	Rotax 912S	Rotax 912 S
MTOW	472,5 kg	472,5 kg
Empty weight : trike + wing	232 kg	236 kg
Pay load (MTOW at 450 kg)	218 kg	214 kg
Maximum speed (level flight)*	142 KM/H	130 km/h
Cruising speed	100 km/h	90 km/h
Minimum speed (VSO) *	61 km/h	58 km/h
Ground Roll*	85 m	85 m
Climb rate (to 75km/h)*	5 m/s	5,4 m/s
Landing Distance (Dry)*	50 m	50 m
minimum sink rate (75 km/h)*	2,8 m/s	2,5 m/s
Fuel Consumption @ economy cruise*	10 L to 100 km/h	10 L to 90 km/h
Aspect ratio	7,4	8,3

\* Performances are given for 180 kg load



Characteristics of Dynamic 450		15,50 m <sup>2</sup>	
VNE	160 km/h	Wing weight	59 kg
Maximum Take Off Weight / with chute	450 / 472,5 kg	Wing area	15,50 m <sup>2</sup>
Speed range-(control bar neutral - 4 positions)	78 to 110 km/h	Wing span	10,20 m
Uppersurface battens	28	Undersurface battens	8
Dual surface %:	80%	Nose angle :	125°
Flight Load limits	+ 4g - 2 g	Tested to :	+ 6 g - 3 g

Characteristics of DIVA		12 m <sup>2</sup>	
VNE	160 km/h	Wing weight	54 kg
Maximum Take Off Weight / with chute	450/472,5 kg	Wing area	12 m <sup>2</sup>
Speed range-(control bar neutral - 4 positions)	80 to 130 km/h	Wing span	9,40 m
Uppersurface battens	26	Undersurface battens	12
Dual surface %:	84%	Nose angle :	130°
Flight Load limits	+ 4g - 2 g	Tested to :	+ 6 g - 3 g

std = standard O = optional - = not available

	with Rotax engine	582	912 UL	912S ULFR
Airframe	Airframe with aerodynamic profiles (powder coated white)	std	std	std
	Cantilever vertical mast (with wing incidence angle limiter) and no front strut	std	std	std
	Large all-moving foot pedals	std	std	std
	Front wheel with suspension, brake and polyester mudguard	std	std	std
	Aerodynamically profiled rear landing gear struts	std	std	std
	2-position adjustable front fork	std	std	std
Security	Airframe and rigid passenger support frame constructed with stainless steel - TIG welded	std	std	std
	Engine mount and rear axles - 4130 aircraft grade steel	std	std	std
	Safety cable into the mast and around hang point	std	std	std
	Front and rear bucket seats, carbon composite	std	std	std
	6 ply 600x6" aviation tyres	std	std	std
	Powerful brakes on all 3 wheels	std	std	std
	Parking brake	std	std	std
	Foot and hand throttles (hand throttle protected by pilot seat)	std	std	std
	Oleopneumatic rear landing gear suspension	std	std	std
	Key ignition	std	std	std
Engine & accessories	Rotax engine with dual ignition	2 strokes	4 strokes	4 strokes
	Reduction gearbox	1/3,47	1/2,43	1/2,43
	Engine Shock Mounts (included 912S)	-	O	std
	Exhaust system with stainless steel springs (Stainless steel exhaust system for 912 & 912S)	std	std	std
	Intake silencer	std	-	-
	Exhaust silencer	std	-	-
	Duc F300 3-blade composite propeller	LE protected	LE protected	LE protected
	Electric starter with 12V 18Ah battery (geled dry battery for sécurité)	O	std	std
	Engine cowl	-	std	std
	Air cooled	-	std	std
	Water cooled	std	std	std
	Oil cooled	-	std	std
	Water radiator with expansion tank and overflow bottle	std	std	std
	Oil cooler with stainless steel-reinforced oil pipes	-	std	std
Auxilliary electric fuel pump	-	std	std	
Roto-molded polyethylene fuel tank with level gauge and drain valve	75 l	75 l	75 l	
Console	Rubber-mounted polyester instrument console (for integrated radio & transponder)	XXL model	XXL model	XXL model
	Ignition switches with key and engine cutoff	std	std	std
	Tachometer (analogical)	std	std	std
	Engine hourmeter with hours/minutes (analogical)	std	std	std
	Water temperature gauge (analogical)	std	CHT	CHT
	Oil pressure gauge (analogical)	-	std	std
	Oil temperature gauge (analogical)	-	std	std
	Battery charge and oil pressure warning lights	-	std	std
	Pre-installed electrical connections for battery, starter, EGT's, CHT's and strobe	std	std	std
	Rectifier/Regulator with 2200mF capacitor (or 22000mF capacitor for 912) and fuse protection	std	std	std
	Fuel level gauge indicator	std	std	std
	Analogue flight instruments : airspeed indicator, altimeter, Silva compass	std	std	std
	Comfort	Forward-tilting seats for better passenger access and refueling	std	std
Ergonomic seats with removable padded seat covers, blue or black colors		std	std	std
Rear seat cover "hold-all"		std	std	std
Easy raising of the wing due to specially placed pivot point and mast geometry		std	std	std
Padded passenger headrest, blue or black		std	std	std
Rear passenger footrests		std	std	std
Document pouch in rear passenger seat		std	std	std
Rotax toolkit, spare fuses, butterfly nuts, hyper syphon fueling		std	std	std
Large capacity "Voyageur" side bags, blue or black (2 x 20 litres), detachable with carry handles		std	std	std
Instrument console cover, blue or black		std	std	std
Optional equipment	Engine : Water system carb heat and three-way thermostat (for water cooling system)	-	O	O
	Oil thermostat	-	O	O
	FlyDat	-	O	O
	Dual exhaust gas temperature gauge ( EGT) - diam 52mm	O	-	-
	Cylinder head temperature gauge (CHT) with probe - diam 52mm	O	std	std
	VSI, GPS...	O	O	O
	Communication: Lynx helmet/headset system, airband transceivers, external antenna	O	O	O
	3-point recoil shoulder harnesses	O	O	O
	Special rear or front seat cover chest "FOURRE TOUT"	O	O	O
	Undercarriage hangar dust cover	O	O	O
	Maximum capacity "Cape to Cape III" side bags, blue or dark, detachable with carry handles	O	O	O
	Optional Voyageur II yellow color	O	O	O
	Voyageur pants / Complete fairing Feeling without integrated bags	O	O	O
	Control bar mitts for cold weather flying	O	O	O
	SPEED electric in-flight trim System	O	O	O
	Dual instructor controls (nosewheel steering, wing training bars, rear throttle and engine shutoff)	O	O	O
	Towing system for banner / hang glider	O	O	O

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