



THE DREAM IS REAL GET YOUR JET!



Sub **sonex**
THE PERSONAL JET REALITY CHECK



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THE PERSONAL JET REALITY CHECK



SUBSONEX QUICK BUILD KIT WITH OPTIONAL TRITON TRAILER

GET STARTED FOR:
\$42,000

SUBSONEX QUICKBUILD KIT*

* ADD ENGINE FOR \$56K,
YOUR CHOICE OF AVIONICS,
OPTIONAL BRS CHUTE,
UPHOLSTERY & PAINT!

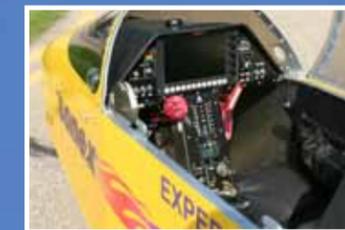
Fly with BasicMed as a Private Pilot!
This is the opportunity to turn your
jet dreams into reality.



SUBSONEX QUICK BUILD KIT



PBS TJ-100 ENGINE



AVIONICS & UPHOLSTERY





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IT'S TIME TO PUT YOUR MONEY WHERE YOUR BUCKET LIST IS

Sonex Aircraft, LLC is accepting orders for the SubSonex Personal Jet Quick Build Kit...

[The Personal Jet Reality Check!](#)

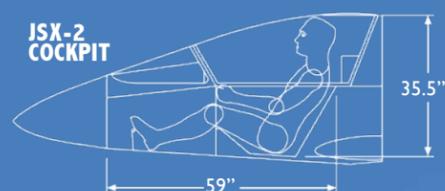
THE PRICE:

An incredible price of \$42,000 is being offered for an EAB-compliant Quick Build Kit! Kits do not include engine, avionics, upholstery or paint. Current price of the PBS TJ-100 turbojet engine is USD \$55,900 and builders can split kit and engine costs over the build. It's time to get the SubSonex into the hands of more pilots... It's time to join those pilots and make your jet dreams a reality!



THE AIRCRAFT:

The SubSonex Personal Jet concept was first unveiled at EAA AirVenture Oshkosh 2009. After successful pairing with the PBS TJ-100 engine, the SubSonex JSX-1 prototype achieved first flight in August 2011 and completed a successful flight test program in 2012. A second-generation aircraft represents the customer version of the SubSonex Personal Jet, JSX-2. Designed to be an affordable yet feature-packed, easy to fly kit jet aircraft, JSX-2 incorporates many new features and enhancements over the original proof of concept prototype. For a full list of features, go to the SubSonex home page: www.SonexAircraft.com/subsonex



LARGER COCKPIT
SubSonex JSX-2 features a larger cockpit vs. the JSX-1 proof-of-concept aircraft, as well as greatly improved aesthetic lines.



BIGGER PANEL

With a cockpit widened by 4 inches, SubSonex JSX-2 has a bigger instrument panel with room for today's feature-packed EFIS systems, such as the MGL iEFIS Explorer.

OPTIONAL OXYGEN SYSTEM

How could we expect you to cruise a jet at 10,000+ feet without it? A Mountain High Oxygen System including 8.8 cu.ft. tank on-demand pulsed oxygen delivery unit for maximum endurance.

ULTRA-QUICK BUILD:

The SubSonex is sold as a Quick Build Kit only, leaving very little work for the customer, and providing almost everything needed to fly! Two Quick Build Kit versions are offered: an EAB-compliant kit for the traditional builder including pre-built wings, fuselage and canopy; and an Experimental Exhibition category Ultra-Quick Build Kit with no "51 percent rule" restrictions. The Ultra-Quick Build customer will install the easily-removable outboard wing panels, engine and fuel system, bolt-in the retractable landing gear, install avionics, electrical systems and controls, install the supplied fiberglass components, add upholstery, and paint.

OPTIONAL BALLISTIC RECOVERY PARACHUTE

The SubSonex is designed for an optional BRS full-aircraft recovery system, eliminating the need for a pilot-wearable parachute while greatly improving seating comfort, available cockpit space, and safety.



ROTO-MOLDED FUEL TANK

Like all other Sonex models, the SubSonex features a roto-molded cross-linked polyethylene fuel cell that is incredibly impact-resistant. The SubSonex fuel cell also includes safety foam baffling.



RETRACTABLE LANDING GEAR

SubSonex kits feature fully-retractable gear with steerable nosewheel and hydraulic brakes.

PILOT QUALIFICATIONS:

SubSonex pilots must obtain a Letter of Authorization (LOA) from the FAA in order to fly. Working commercial pilots operating jet or turboprop aircraft can easily qualify. Pilots without jet experience can qualify via the BonusJet TJ-100 turbojet engine systems training program from Desert Aerospace. Several pilots have received SubSonex LOA's to-date via this program.



SPECIFICATIONS & PERFORMANCE

Length: 16' 6"	Wing Span: 18'
Wing Area: 60.0 sq. ft.	Airfoil: 64-415
Primary Structure: 6061 Aluminum	Fuel Capacity (useable with safe foam): 40 US Gal.
Tail Configuration: Y-Tail	Gear: Tri-Gear, Retractable
Cockpit Width: 24"	Engine: PBS TJ-100
Empty Weight (average): 500 lbs.	Aerobatic Weight: 900 lbs.
Gross Weight (utility category): 1,000 lbs.	Load Factor (aerobatic): +6 -3 G
Load Factor (utility): +4.4 -2.2 G	Useful Load (aerobatic, average): 400 lbs.
Useful Load (utility, average): 500 lbs.	CG Range (aerobatic): 25-29% Wing Chord
CG Range (utility): 20-32% Wing Chord	Maneuvering Speed: 157 mph IAS
Never Exceed Speed (VNE): 287 mph IAS	Stall, Clean (VS1): 64 mph IAS
Max Flap/Gear Speed (VFE/VLE): 125 mph IAS	Stall, Landing Config. (VSO): 58 mph IAS
Takeoff/Landing Distance: 1200/2500 ft	Rate of Climb, SL: 1600 fpm Avg to 10,000': 1225 fpm
Cruise: 240+ mph TAS	Range (30 min reserve): 480 statute mi.



THE ENGINE:

The TJ-100 turbojet engine is produced by PBS Velká Bíteš of the Czech Republic, a large manufacturer rotary machines with roots dating-back to 1814. The TJ-100 is designed for UAV, UCAV, experimental aircraft and motorized gliders with hundreds of units delivered since its introduction in 2008. The engine is a true "plug & play" package featuring integral ECU, starter/generator and oil system, and ships complete with instrumentation, throttle control, pre-wired harnesses and other installation components.



The approx. 250 lb thrust engine continues to exceed the expectations of PBS designers and customers alike, with flawless performance and increasing TBO specifications reaching several hundred hours, all backed by outstanding customer service. The TJ-100 can fit in a small crate to be economically shipped for service, and PBS can turn-around inspection and overhaul service orders very quickly.