



# AS-202 Bravo

## The New Generation

  
ACC COLUMBIA  
— JET SERVICE —

  
GOMOLZIG





A proven, aerobatic trainer,  
ideal for

## **Upset Prevention & Recovery Training (UPRT)**

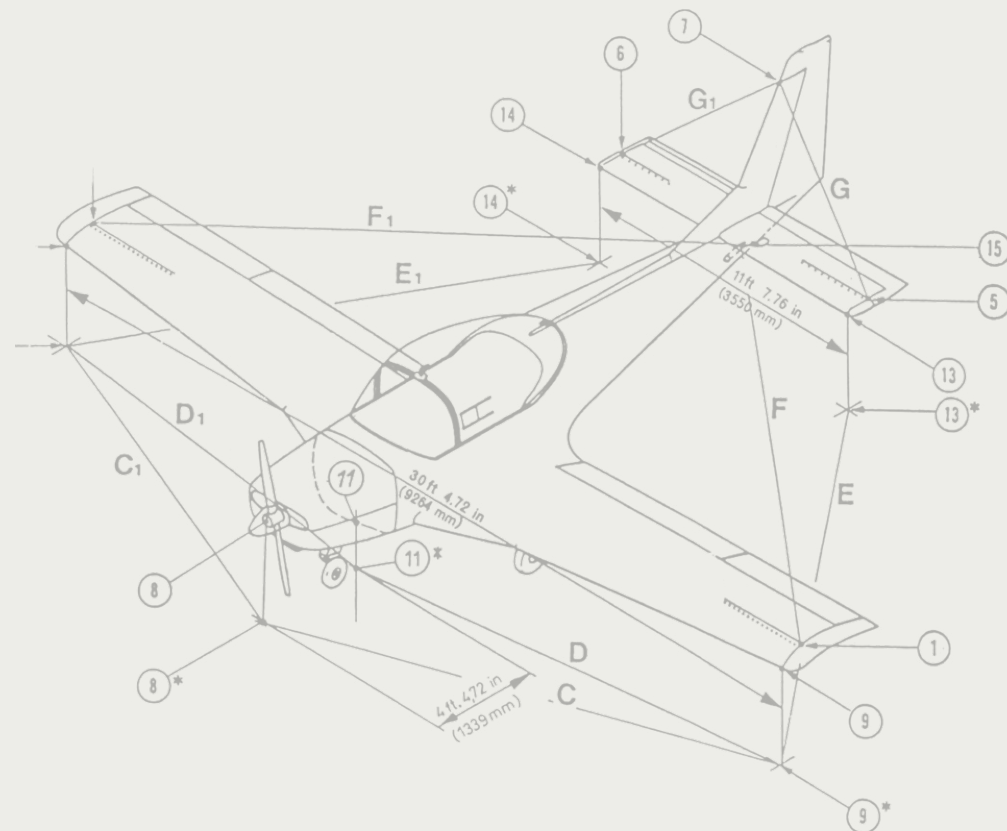
completely modernized for the  
challenges of today's flight  
training.

An Italian beauty in a round  
design, designed with Swiss  
precision, built with German  
thoroughness – the AS-202  
Bravo New Generation.



## AS-202 Bravo New Generation

# History



1967

The SA 202 Bravo training aircraft project begins as a joint production between the Altenrhein aircraft factory (FFA) and the Italian aircraft manufacturer SIAI Marchetti.

1968

Due to capacity bottlenecks at SIAI, FFA takes over the entire project and renames it AS-202 Bravo.

1969

On March 7, 1969, the FFA prototype conducts its maiden flight in Altenrhein.

1971

The first series production aircraft have their maiden flight on December 22, 1971. The first aircraft are equipped with a 150 hp Avco Lycoming O-320 engine (version AS 202/15).

1973

The later version AS 202/18 has a 180 hp Avco Lycoming AEIO 360 engine. The majority of the 210 aircraft built between 1971 and 1989 are equipped with the stronger engine and only around 32 with the weaker one.

1976

Further variants such as the AS 202/26 with a 260 hp Textron Lycoming AEIO-540 engine are being developed, but there are too few buyers to go into series production.

1992

The same fate is suffered by the AS-Bravo AS 202 / 32T turbine bravo, flown as a prototype for the first time in 1992, with a 320 hp Allison 250 B17C turbine.

2002

Flugzeugwerke Altenrhein first contacts GOMOLZIG Flugzeug- und Maschinenbau GmbH and an exemplary cooperation is developed. From then on, GOMOLZIG produces spare parts based on original FFA drawings.

2010

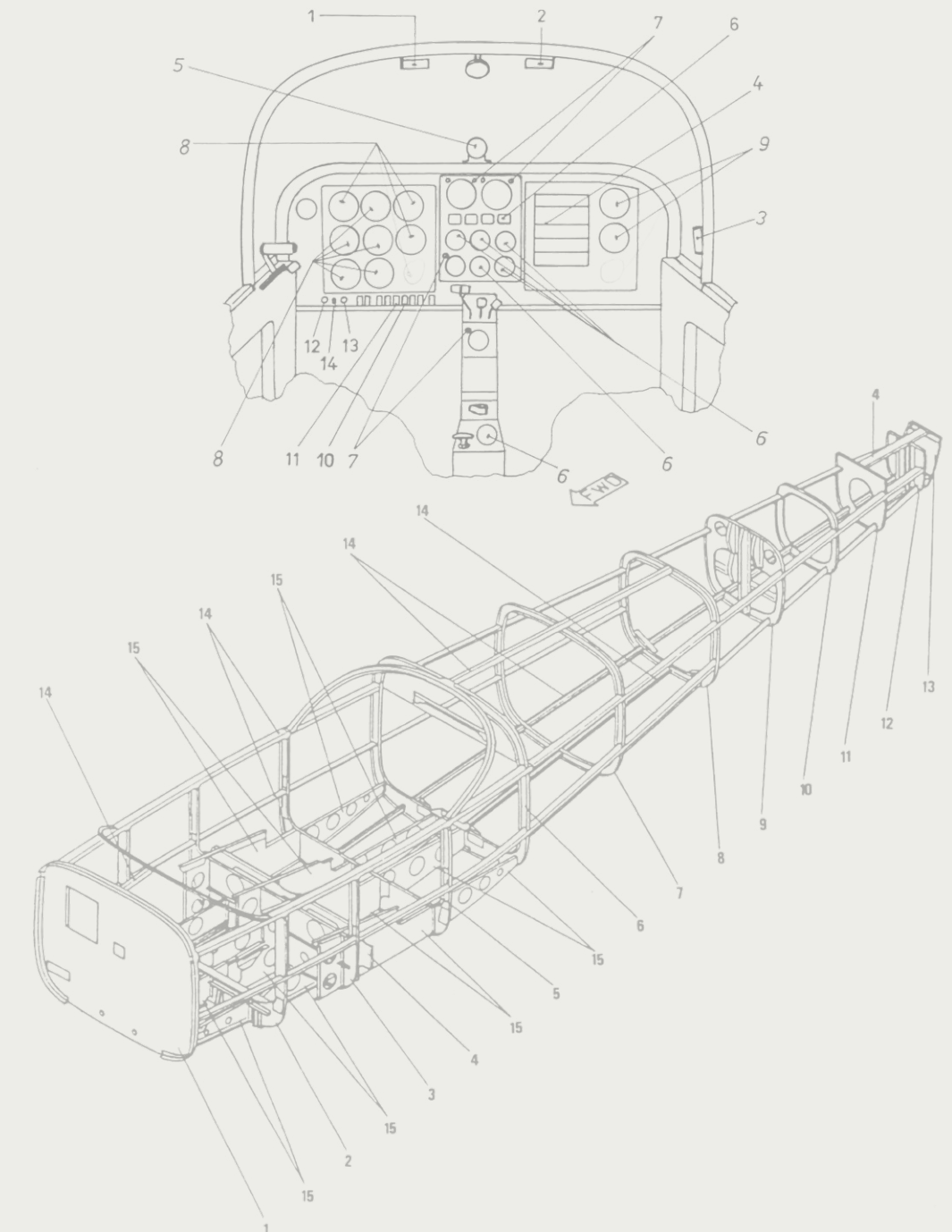
The “Type Certificate” of the AS-202 Bravo is taken over by the company FFA Bravo AG and plans are made together with GOMOLZIG to modernize the pattern and thus revive it.

2011

FFA Bravo AG declares GOMOLZIG Flugzeug- und Maschinenbau GmbH to be the EASA Part-21 design organization responsible for the AS-202 Bravo, which is supposed to deal with the assembly of some airframes that are stored in Altenrhein. In the same year, FFA Bravo AG is taken over by a new investor.

2012

In January, FFA Bravo AG commissions GOMOLZIG Flugzeug- und Maschinenbau GmbH with the completion of 14 aircraft and the airframes are transported to GOMOLZIG in Schwelm. In August the GOMOLZIG EASA Part-21G design organization company receives approval for the production of the AS-202 A4.







2014

Due to the bankruptcy of the FFA Bravo AG investor, the production is stopped.

2015

GOMOLZIG takes over the airframes, as well as other permits and becomes the new "Type Certificate" holder of the AS-202 Bravo.

2017

GOMOLZIG faces a lot of economic difficulties and despite intensive cost minimization, GOMOLZIG Flugzeug- und Maschinenbau GmbH cannot compensate the bad debt loss and has to file for bankruptcy in July.

2018

With ACC COLUMBIA Jet Service GmbH an investor is found. The newly founded GOMOLZIG Aircraft Services GmbH (GAS) takes over all employees, licenses and systems of GOMOLZIG Flugzeug- und Maschinenbau GmbH and repositions itself.

2019

Together GOMOLZIG and ACC COLUMBIA decide to resume the modernization of the AS-202 Bravo and to give this proven pattern new shine through targeted installations and modifications.

2020

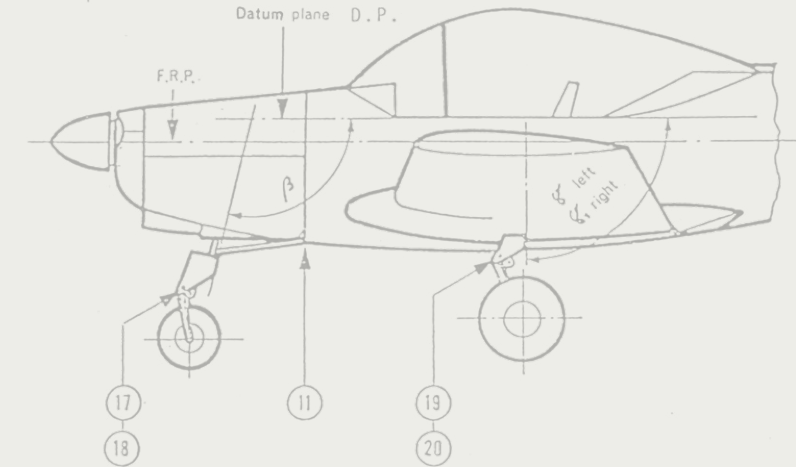
On March 16, 2020 the AS-202 Bravo New Generation successfully graduates her maiden flight. They come in three different variants we would like to describe in detail in this brochure.





## AS-202 Bravo New Generation

What has worked well in the past is now being improved and revived.



With the introduction of the AS-202 Bravo New Generation, a long way from the original idea through further planning until completion ends. ACC COLUMBIA and GOMOLZIG have shared this path in recent months and completely modernized the AS-202 Bravo, which originally came from the 1960s. The new generation leaves nothing to be desired and is available in three different equipment lines. The flagship of the new AS-202 Bravo is the IFR variant (instrument flight) for two pilots. Other lines are the VFR plus variant equipped for night flight and controlled visual flight, as well as the VFR basic line.

## Modification or new aircraft

Invest in your proven AS-202 Bravo and upgrade the new modifications of the AS-202 Bravo New Generation via GOMOLZIG manufacturer service bulletins. Or opt for a new aircraft by discussing your requirements with us and configuring your own aircraft.





## Airframe

The AS-202 Bravo New Generation shines in a modern color design, which can be adapted individually to your wishes. The aircraft are equipped as standard with LED landing lights, LED navigation lights and LED anti-collision lights. In addition, a tow hitch can be installed via Service Bulletin if required so that the new generation can also be used as a tow plane for gliding.



## Avionics

The three equipment lines of the AS-202 Bravo New Generation all have an avionics main switch, but essentially distinguish themselves from each other by the different cockpit configurations and the associated installed instruments. The modifications require a stronger power supply, which is why all AS-202 Bravo New Generation have a 28 volt electrical system, which can also be retrofitted via a GOMOLZIG Service Bulletin.





## Interior

Whether fabric, synthetic leather or real leather, the interior impresses with the exclusive selection of hand-picked materials and different designs. The seats are modified with a new upholstery and foam. There are no limits in terms of color suggestions, leather or fabric alternatives. The side panels can also be completely redesigned by adapting them with soft-touch foam and then covering them with selected fabric, synthetic leather or real leather. We create the tailor-made solution for every customer request.



## Engines

The AS-202 Bravo New Generation is equipped as standard with the 180 hp, four-cylinder injection engine AEIO-360-B1F from Lycoming. Especially for aerobatics, the more powerful six-cylinder injection engine AEIO-540 with 260 – 300 hp has proved more appropriate, wherefore it can be installed via GOMOLZIG manufacturer Service Bulletin. Both engines are MOGAS compatible and are supplied with an internal GOMOLZIG AS202-606500 silencer system. In order to get the power of the engines in the air and increase the cruising speed, the AS-202 Bravo New Generation has the new scimitar three-blade propeller MTV-12 from MT Propeller for 180 hp and the MTV-9 for 260 – 300 hp.







AS-202 Bravo New Generation

## Our models

### Instrument flight (IFR)

The flagship of the new generation will be suitable for instrument flight. The cockpit has two multifunctional Garmin G500 TXi touchscreen flight displays, which ensure uncomplicated operation, as well as the Garmin GTN-750, a modern WAAS-compatible GPS system including an ICAO Annex 10 compatible navigation system. For communication, the Garmin GTN-750 is used as COM 1 in 8.33 kHz grid and on the other hand the Garmin GNC-225A as COM 2. With the Garmin GTX-345R, the IFR variant is equipped with an ADS-B in / out capable Mode-S transponder. The audio and general travel quality is improved by the GMA-342 audio amplifier with intercom and music function. As an aerobatic aircraft for the challenges of today's flight training, the AS-202 Bravo New Generation is also equipped with a Garmin G5 standby horizon, an Info-1 G-meter with recording function for aerobatics training, the Bendix King type KN 63 (DME) and the WX 500 weather indicators from L3. All IFR aircraft have TCAS 1 through the L3 Skywatch 497 and a Bendix King KR87 radio compass.

### Visual flight plus (VFR plus)

Like the IFR variant, all VFR plus aircraft have two multifunctional Garmin G500 TXi touchscreen flight displays, as well as the Garmin GTN-750 (COM / NAV / GPS) and Garmin GNC-225A. It is only ADS-B out-capable with the help of the GTX-335 Mode-S transponder. In terms of audio amplifier, standby horizon and G-meter, the VFR plus line does not differ from the IFR variant. The VFR plus variant can also be retrofitted to IFR if required.

### Visual flight basic (VFR basic)

The circle is closed by the VFR basic version, which has two Garmin G3X touch displays and the WAAS-capable GTN-650. Like the VFR plus version, the VFR basic is only ADS-B out capable. Audio signals are only amplified via the PM-3000 with intercom function. Standby horizon and G-meter are the same as those of the other two variants. The VFR basic line can also be retrofitted to VFR plus or even IFR.



IFR

VFR plus

VFR basic





	IFR	VFR plus	VFR basic		IFR	VFR plus	VFR basic
AIRFRAME				ENGINES			
Individual color design	✓	✓	✓	MT Propeller MTV-9 – three-blade propeller	✓	✓	✓
LED landing lights	✓	✓	✓	MT Propeller P-880-4 – propeller controller	✓	✓	✓
LED navigation lights	✓	✓	✓	AVIONICS			
LED anti-collision lights	✓	✓	✓	Garmin G500 TXi – touchscreen flight display	✓	✓	
Tost – tow coupling	✓	✓	✓	Garmin G3X – touchscreen flight display			✓
INTERIEUR				Garmin GTN-750 – COM/NAV/GPS	✓	✓	
Real leather – sports seats	✓			Garmin GTN-650 – COM/NAV/GPS			✓
Synthetic leather – sports seats	✓			Garmin GNC-225A – navigation system	✓	✓	
Fabric – sports seats	✓			Garmin GTX-345R – ADS-B in/out Mode-S transponder	✓		
Real leather – normal seats	✓	✓	✓	Garmin GTX-335 – ADS-B out Mode-S transponder		✓	✓
Faux leather – normal seats	✓	✓	✓	Garmin GMA-342 – audio amplifier	✓	✓	
Fabric – normal seats	✓	✓	✓	Garmin PM-3000 – audio system			✓
Soft touch foam – side panel	✓	✓	✓	Garmin G5 – standby horizon	✓	✓	✓
ENGINES				Info-1 G-Meter	✓	✓	✓
Lycoming AEIO-360-B1F – boxer engine	✓	✓	✓	L3 Skywatch – TCAS 1	✓		
Lycoming AEIO-540 – boxer engine	✓	✓	✓	Bendix King KN 63 – distance measuring equipment	✓		
Gomolzig AS202-606500 – silencer	✓	✓	✓	Bendix King KR87 – radio compass	✓		
MOGAS compatibility	✓	✓	✓	L3 WX 500 – weather indicator	✓		
MT Propeller MTV-12 – three-blade propeller	✓	✓	✓	Avionics main switch	✓	✓	✓



All from a single source

## Our Service for you

### Service and maintenance

Together, ACC COLUMBIA Jet Service (DE.145.0014) and GOMOLZIG Aircraft Services (DE.145.0930) offer the complete maintenance and maintenance of the AS-202 Bravo New Generation on their locations at the international airports in Hanover (EDDV) and Cologne (EDDK) and at Siegerland Airport (EDGS). We support you with all scheduled inspections, unscheduled maintenance events, structural repairs or the search for spare parts of any kind and manufacturer.

### 24/7 AOG Hotline

No matter where and when technical problems arise – we are at your disposal with our 24/7 AOG hotline. We send our teams to make sure that your aircraft can fly again as quickly as possible.

You can reach our 24 / 7 AOG team at:

✉ aog@acc-columbiajet.com

☎ +49 151 – 14 00 25 11

### CAMO+

Also our GOMOLZIG continuing airworthiness management organization (DE.MG.0930) is available for you at any time with our many years of experience. To monitor the airworthiness of your aircraft we have very well trained staff. One advantage is that our CAMO closely works together with our maintenance and repair organization. So we guarantee at all times a high degree of flexibility. As the owner or operator of an AS-202 Bravo New Generation you will receive all monitoring and compliance services from a single source.

### Developments and modifications

The GOMOLZIG Aircraft Services design organization (EASA.21J.274) has extensive and many years of experience with a wide variety of aviation products, materials, techniques and aircraft makes and models. Using our wide range of expertise we have developed steadily over the past few years. We are known for the development and

approval of camera hatch systems, as well as the aviation legal admission of scientific measurement technology for use in commercial aircraft. The GOMOLZIG design organization is able to satisfy customer needs, can complete changes or previously not described repairs to aircraft in general as well in commercial aviation.



## Financing

# financing limit- less mobility

Together with FM LeasingPartner, we offer attractive financing solutions for AS-202 Bravo New Generation. Already FM LeasingPartner has been arranging financing for decades Area of general and business aviation and enables companies unlimited mobility – according to the motto:

### Our experience for your success.

As Germany's largest leasing broker, with more than 30 years of financing experience in the market, FM LeasingPartner GmbH places a volume of over 500 million euros per year. Personal, fast and individual. With 80 employees at 14 locations within Germany we communicate financing solutions, including hire purchase, loan or leasing, developed for your company. The trusting cooperation with the LeasingPartner network, consisting of over 35 high specialized leasing companies and financing partners, also enables the smooth processing of the financing structure. Through the co-operation between ACC COLUMBIA Jet Service, GOMOLZIG Aircraft Services and FM LeasingPartner you will receive all benefits of a flexible aviation network from financing, over designing to at least operating your own aircraft. Enjoy your own flying object and take off successfully. FM LeasingPartner offers you complete financing solutions from a single source and is available to you throughout the entire contract process.

## Contacts

# Get in contact with us

If we have aroused your interest in the "AS-202 Bravo New Generation" project, please feel free to contact us at any time.



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