

3. Performance Data

3.1. Masses and Capacities:

Empty mass	600 kg (1320 lb) typical
MTOM	1200 kg (2640 lb)
Seating Capacity	max. 130 kg (287 lb) per seat
Baggage	max. 75 kg (165 lb)
Fuel	265 l (70 gal) total in both wings

3.1.1. Loading Examples:

	Average Cabin Loading	Max Fuel Loading	High cabin loading AVGAS	High cabin loading Diesel	Low mass ops (towing)
Empty Aircraft Mass	600 kg	600 kg	600 kg	600 kg	600 kg
Occupants Mass	4 x 90 kg = 360 kg	4 x 90 kg = 360 kg	4 x 120 kg = 480 kg	4 x 130 kg = 520 kg	1 x 90 kg
Luggage Mass	4 x 15 kg = 60 kg	4 x 4.25 kg = 17 kg	4 x 18.75 kg = 75 kg	4 x 18.75 kg = 75 kg	0 kg
Fuel Mass	250 l AVGAS = 180 kg	265 l Diesel = 223 kg	62.5 l AVGAS = 45 kg	54 l Diesel = 45 kg	50 l Diesel = 42 kg
Endurance	6:25 hrs @ 75% power	11:45 hrs @ 75% power (13:35 @ 65% power)	1:35 hrs @ 75% power	2:25 hrs @ 75% power	2:00 hrs @ towing cycle
Operating Mass	1200 kg	1200 kg	1200 kg	1200 kg	732 kg

3.2. Speeds

Stall speed full flaps V_0 (MTOM)	93 km/h	50 kts
Max cruise speed V_h	296 km/h	160 kts
Never exceed speed V_{ne}	360 km/h	195 kts

3.2.1. Maximum Range and Endurance

AVGAS Engine:

Maximum range	1200 NM (2200 km)	... @ 65% power; 32 l/hr; 145 kt
Maximum endurance	10:00 hrs	... @ 55% power; 26.5 l/hr

Diesel Engine:

Maximum range	1700 NM (3150 km)	... @ 75% power; 22.5 l/hr; 145 kt
Maximum endurance	13:35 hrs	... @ 65% power; 19.5 l/hr

3.2.2. Climb rate

at MTOW, MP, ISA 0m 5 m/s (984 ft/min)

3.2.3. Takeoff @ ISA 0, hard surface

Takeoff roll	400 m (1312 ft)
Takeoff distance	650 m (2132 ft) to clear 15 m (50 ft) obstacle

3.3. Operational Limitations

VFR and IFR operation

3.4. Noise Level

ICAO Annex 16 Chapter 10 less than 79.9 dB(A)
 ... complies with Landeplatz Lärmschutzverordnung (enhanced noise limits).

3.5. Certification

Initial certification by EASA (application filed in Q1 2011)
 FAA certification by reciprocity of EASA certification

4. Price Indication

Typical expected delivery price in 2013: 220.000,- EURO (excl. VAT; equipment depending)
 USD prices differ



C4 - Fact Sheet

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The Information provided in this Fact Sheet is of preliminary nature and represents the development status of the project at the date of issue. This information may be changed by Flight Design at any time without notice.

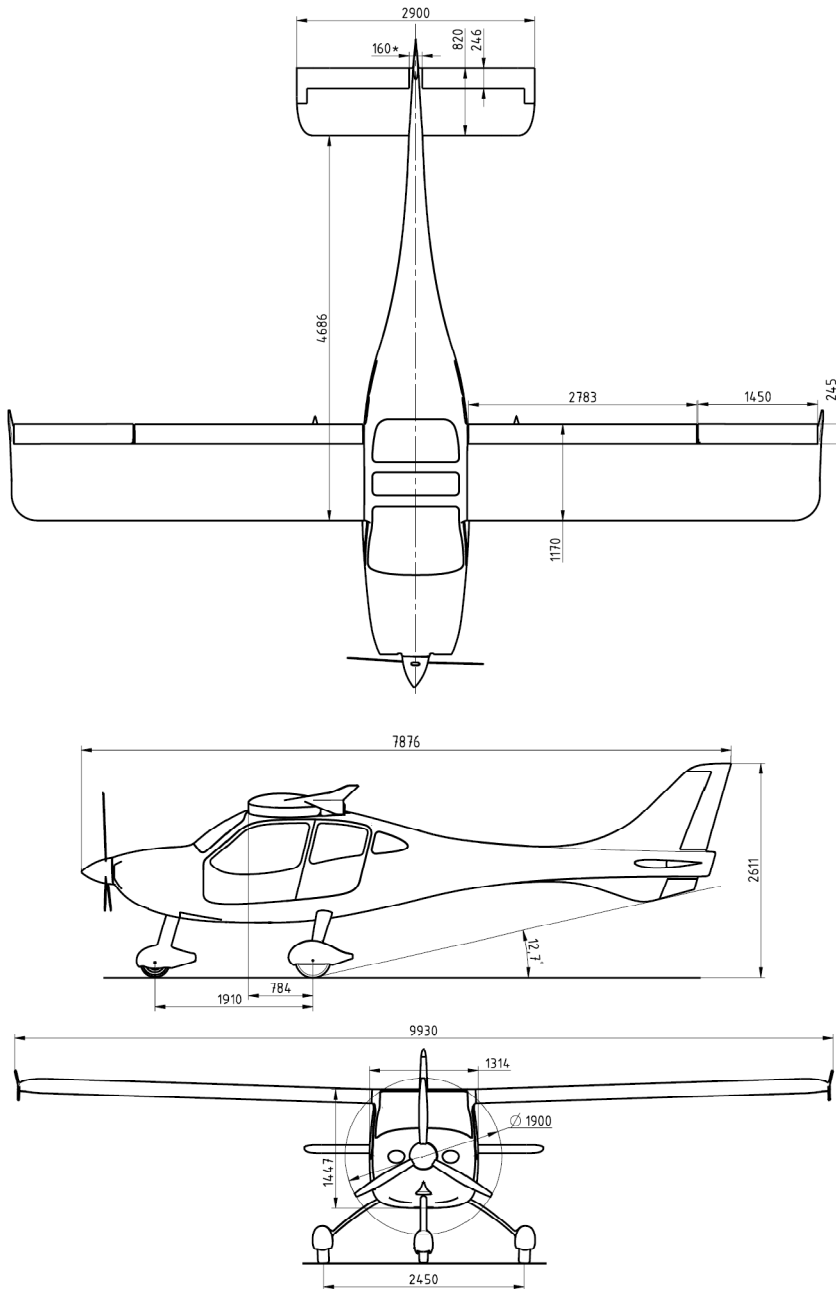
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1. Three-Dimensional View



2. Aircraft Specification

2.1. Structure

All-composite sandwich structure (Carbon / Aramide / Glass)
One-piece, fully-cantilevered wing
Non-pressurized

2.2. Undercarriage

Single-beam composite main landing gear
Main wheel size 6.00 – 6", nose wheel 4.00 – 6"
Hydraulic disc brakes
Directly steerable nose wheel

2.3. Propulsion

2.3.1. Engines

AVGAS Engine (goal to also be MOGAS capable):

Standard IO 360 engine; Naturally aspirated; 180 hp @ 2400 rpm
52 l/hr (13.8 gal/hr) @ max power; 39 l/hr (10.4 gal/hr) @ 75% power

Diesel Engine (also runs on Jet A, Jet A-1):

Centurion 2.0 S; Turbocharged; 155 hp @ 2300 rpm
30 l/hr (7.9 gal/hr) @ max power; 22.5 l/hr (5.9 gal/hr) @ 75% power

Single-Lever Operation

2.3.2. Propeller

Three-blade, constant speed propeller; natural composite propeller blades

2.4. Cabin

Front seats individually adjustable in length / height (coupled), entire seat can be inclined
Rear seat as bench with two individually shaped seat cushions. Rear seatback folds forward for access to baggage area

Rear seat with ISOFIX child seat attachments

Cabin doors left / right front seats (hinged front, opening forward), plus left-side rear cabin door (hinged aft, opening rearward), creating an unobstructed, large opening on left side of cabin

Access to luggage compartment through rear seat bench, or through luggage door in right side of fuselage

2.5. Instrumentation / Cockpit

Glass Cockpit – Standard (details in planning):

- Garmin G1000 suite (or similar)
- Dynon SkyView suite
- Autopilot
- Traffic & Terrain Avoidance, Weather Depiction/Avoidance

2.6. Optional Equipment

Glider / banner towing system

Float option possible in future

Icing protection under consideration (details in planning)

2.7. Safety

Three-point safety belts with inertia reel on each seat

Seat belts with airbags optional (AMSAFE)

Airframe Emergency Parachute installed as standard equipment