

ROBIN

AIRCRAFT

Class leading 4-seat certified aircraft

Famous for their performance, versatility, economy of operation and durability, the Robin DR series aircraft have continuously evolved to maintain their place as firm favourites for touring, training and glider towing.

With Garmin and Aspen certified electronic flight displays and full autopilot, these superb aeroplanes can be equipped to the highest modern standards...

What the press says:

“...the rate of climb is impressive at just over 1,000 fpm.”

“...has all of the ingredients needed to be a winner.”

“...the undercarriage is tough enough to easily be up to the task of going in and out of shortish grass strips.”

“...proves to be a versatile, economic aeroplane...”

“...matches the economy of the two-seat sports aircraft...”

“...it has the ability to fly with four people and luggage during the day, night or under IFR.”
(*Flyer; Summer 2010*)

“You couldn’t consider buying a piston single without looking closely at the EcoFlyer.”
(*General Aviation; August 2013*)

“...the diesel is so obviously the future.”
(*Flyer; December 2013*)

“...nothing short of astounding...the 401 represents all you’ll ever need.”
(*General Aviation; October 2014*)

“...the advent of the 401 means you have run out of excuses not to buy a Robin.”
(*Flyer; December 2014*)

These wonderful aircraft, famous for 50 years in the light aircraft world, are manufactured at the Robin factory at Darois, a few kilometres North of Dijon, in the heart of Burgundy. Crafted in ecologically sympathetic wood, they are **amazingly durable—the airframe has no fatigue life**: there are many in service for over 40 years and with over 20,000 flying hours.



Immediately recognisable by their characteristic wing, one of the most efficient wings in its class, they can be equipped with engines from 120 hp to 200 hp.

Over the decades the DR series has continually evolved, of course, but their character remains the same—a pilot's aircraft, which is why the Robin is the trainer seen at most airfields in France, why so many private owners buy Robins and why those owners tend to hold on to their Robins indefinitely.

Owning a Robin is a better experience:

- Low initial cost;
- Low operating cost;
- High resale value.



Flying a Robin is a better experience:

- They are **easy to enter**, from both sides, via the forward sliding canopy;
- Once in, they are **comfortable** and **quiet** with contoured, well upholstered, sports seats;
- The **visibility from the cockpit is superb**, often described as the best in the industry, no small windows, no thick pillars, no high panel, just a vast expanse of high grade perspex;
- Instrument panels are **user friendly**, benefiting from 50 years of continual refinement to make the pilot's job easier;
- Robins are equally at home on **tarmac or grass**, and that special wing lifts them out of short strips which most other four-seat aircraft could not manage;
- French aircraft invariably **handle** well. The Robin with its stick is no exception, move the stick and things happen, precisely and safely, whilst retaining exceptional **stability** and comfort in flight;
- Landing a Robin is easy and predictable; another feature of the wing that gives outstanding low speed stability.



Contrary to myth, modern Robin aircraft do not need hangarage. The upper surface of the wing is covered in a 0.6 mm laminar, ensuring a durable and waterproof surface.



Whilst, superficially, a new Robin may look similar to a 30 year old one, externally, in the cabin, under the cowlings, and on the panel, every aspect has been brought up to date with:

- ✔ Glass panels from both Garmin and Aspen;
- ✔ Optional fully coupled autopilot;
- ✔ Other features include leather interior, powered Lemo headset sockets, panel power socket, external power socket, your own interior and exterior colour scheme, personal and company branding, a choice of a wide range of avionics for VFR or IFR, traffic systems, and, last but not least, the choice between the modern Continental Jet-A1 fuelled engines in the 135 hp and 155 hp Robin CDI and Lycoming engines from 120 to 200 hp.



All are either standard or available as options.

Robin glider tugs are very well known in the gliding world, and being a tug is a hard life for an aircraft—some Robin tugs are on 4th engine, which certainly underlines airframe durability! And with the diesel Robin tugs the risk of shock cooling on descent that afflict air-cooled engines is gone, halving the turn around time for launches.

With the launch of the DR401, Robin made another leap forward in design—more space, more speed, more durability, more warranty.

There are approved Robin Service centres across the UK and the rest of Europe, most with a long experience of looking after these remarkable aircraft, and CEAPR, the sister company of Robin Aircraft at Darois, gives a full spares support.



Sales Partner for Robin Aircraft

Mistral Aviation LLP

For sales enquiries and demonstrations call +44 (0)7973 691727 or email info@robinaircraft.uk

The Robin Range

Span	Length	Height	Propeller clearance	Luggage compartment volume
8.72 m	7.20 m	2.23 m	0.26 m	330 l (approximate)

Trainers	Useful Load ¹	Max Cruise ²	Max Range ³	Take-off ⁴
DR401 135 CDI (Jet A-1)	340 kg	127 kts	972 nm	440 m
DR401 120A (Petrol)	360 kg	116	659 nm	535 m
DR401 120 Lite	290 kg	126 kts	549 nm	425 m
DR401 160 (Petrol)	420 kg	133 kts	656 nm	540 m
Tourers				
DR401 155 CDI (Jet A-1)	440 kg	134 kts	893 nm	400 m
DR401 160 (Petrol)	450 kg	133 kts	830 nm	590 m
DR401 180 (Petrol)	490 kg	135 kts	852 nm	515 m ⁵
DR401 200 (Petrol)	410 kg	135 kts	763 nm	320 m
Glider Tugs				
DR401 155 CDI-R (Jet A-1)	360 kg ⁵	134 kts	881 nm	588 m ⁶
DR401 180R (Petrol)	420 kg ⁵	124 kts	506 nm	710 m ⁶
DR401 200RAi (Petrol)	340 kg ⁵	135 kts	610 nm	415 m ⁶
Aerobatic				
CAP 10C NG	220 kg	146 kts	648 nm	450 m

- 1: With typical avionics fit;
- 2: True airspeed. Dependent on flying conditions;
- 3: With long-range 50 litre tank;
- 4: At MTOW; hard, dry surface; to clear 50 feet;
- 5: With Sensenich 76 EM8 S5-0-64 propeller;
- 6: Towing a 600 kg glider.



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