Robin DR401 155CDI

Modelled on the renowned Robin DR400, the new 155CDI is the evolution of an enduring and trusted design into a thoroughly modern light aircraft.

The enviable package of capability, reliability, and economy of purchase and ownership makes the CDI the first choice in four-seat certified aircraft.

No other aircraft in its class boasts the same combination of short-field performance, long-distance touring comfort and range, and load-carrying abilities.

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)

"You couldn't consider buying a piston single without looking closely at the EcoFlyer."
(General Aviation)

"…the diesel is so obviously the future."
(Flyer)

"…nothing short of astounding…the 401 represents all you'll ever need."
(General Aviation)

"…the advent of the 401 means you have run out of excuses not to buy a Robin."
(Flyer)

Featuring:

- **A safe, strong and responsive aerostructure,** beautifully finished throughout and easy to maintain offered with an industry leading **20 year warranty.**

  The ecologically sympathetic wood airframe structure has many advantages over those made in composites and metal. Low in weight, high in strength with no fatigue life, this airframe can be easily repaired if damaged, does not degrade under ultraviolet light, as does GRP, will not corrode, has superior sound and vibration absorption properties and is more comfortable in turbulence;

- **Solid upper wing surface:** the Robin Swiftwing has low drag and excellent durability;

- **Thoroughly modern, all alloy engine with automatic constant speed propellor; the most reliable piston engine in general aviation:**

  fuel-injected—no carburettor icing;
  turbocharged—retains power at altitude;
  electronically managed—exceptional fuel efficiency;
  liquid cooled—safe from thermal shock on low power settings;

  The environmentally friendly CDI engine produces no lead pollution and has lower nitrogen and hydrocarbon emissions than avgas engines. Centurion claims a zero risk of carbon monoxide poisoning. The three-bladed constant speed propellor, liquid cooling and efficient silencing make these aircraft ***very*** **quiet**; a great asset in noise sensitive areas. And **performance** is exceptional, the turbocharger preventing the power loss with altitude experienced by non-turbocharged engines up to around 7,000 feet and reducing it at greater altitude;

- **Economical use of relatively inexpensive Jet A1 fuel,** the standard of the airlines and the military with worldwide availability, effectively future-proofs the engine, cuts costs and increases range. Jet A1, automotive diesel, biodiesel and several military fuels can be mixed in any ratio ensuring fuel availability almost anywhere;

- **Carry four adults, full fuel and luggage:** up to 440 Kg load—London to Palma on one fill[1]. Easy access to the four seats is from the upper side of either wing via the forward sliding canopy. The luggage compartment has its own external baggage door and can also be conveniently accessed from within the cabin. With a volume of about 330 litres, the luggage bay will happily swallow a pair of Brompton bicycles with room to spare for luggage;

- **Outstanding visibility** through the expansive canopy that dips to elbow level, greatly contributes to safety in VFR conditions;
- **Easy to fly:** The famous wing produces most of its lift in cruise from the inner section, giving high wing loading for a smoother ride whilst simultaneously reducing drag for better speed. The outer section with dihedral starts to work in earnest during landing and take-off, increasing low speed stability and manoeuvrability. The result is a very safe handling and responsive aeroplane that is a pleasure to fly;
- **Equally at home on hard runways or short grass fields:** lift-off in 214 metres and stop in 175 metres even at maximum weight (1,100 kg, dry tarmac, ISA conditions) STOL capability combined with rapid long-range transport!
- **Traditional dials or up to the minute 'glass' flight displays:** an extensive choice of modern avionics, including autopilots and traffic systems, guide you safely to your destination.

1 Fuel capacity = 159 litres; 109 litres in the main tank and an additional 50 litres in the long-range tank.

2 With standard glass cockpit

3 Full tanks, pilot plus **three** passengers of 75 kg for the DR401, pilot plus **two** passengers for the competitors

Best In Class—Robin DR401 155CDI

	Price[2]	Useful load empty	Useful load inc 1,000 km fuel	Take-off to clear 15 m	Landing roll	Climb at 8,000 ft	Range[3]
Robin DR401 155 CDI	€244,000	440 kg	352 kg	400 m	175 m	614 fpm	1,566 km
Diamond DA40 NG	€278,700	400 kg	324 kg	584 m	303 m	610 fpm	1,438 km
Cirrus SR20	€361,000	440 kg	310 kg	629 m	309 m	462 fpm	1,056 km
Tecnam P2010	€299,000	420 kg	295 kg	626 m	237 m	310 fpm	1,094 km
Piper PA28 DX	€350,000	360 kg	234 kg	533 m	198 m	250 fpm	1,281 km
Cessna 172 JT-A	€378,500	375 kg	252 kg	541 m	175 m	414 fpm	1,359 km

Performance in ISA conditions	at 1,000 kg	at 1,100 kg
Take off ground roll	167 m	214 m
Take off distance over 15 metre obstacle	312 m	400 m
Climb rate (on take off)	910 ft/min	740 ft/min
Landing distance over 15 metre obstacle	415 m	
Landing speed (with full flap)	65 kt	
Landing ground roll	175 m	
Climb speed at maximum angle of climb	65 kt	
Optimum climb speed	78 kt	
Best glide speed	78 kt	
Stall speed	49 kt	
Demonstrated cross-wind limit	22 kt	
Useful load (typical VFR fit)	440 Kg	
Useful ceiling	16,500 ft	

Speed, fuel consumption, range and endurance at 8,000 ft AMSL in ISA conditions						
Power (%)	**Speed (ktas)**		**Fuel flow (l/hr)**	**Endurance with 159 l (hours)**	**No-reserve range with 159 l (nm)**	
	980 kg	**1,100 kg**			**980 kg**	**1,100 kg**
90	141	130	29·6	54	757	698
75	129	119	23·4	6.6	855	788
50	104	94	15·3	10·4	1,081	977

The Cost Equation

Apart from all the other advantages of the CDI over petrol engines (safety, low noise, low vibration, ease of operation, the convenience of 100 hour or 12 month checks), the CDI engine is considerably less expensive to operate:

Overall, maintenance and fuel costs for a 155CDI should be about half those for a 180 hp engine for business use and less than three-quarters for personal use.

Mistral Aviation LLP

Sales Partner for Robin Aircraft

www.robinaircraft.uk

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