

The **CTsw** Aircraft

A pleasure to fly



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The **CTsw** is a comfortable and agile sport aircraft with excellent visibility, a spacious cockpit and impressive flight performances.

Since serial production has been launched in 1997, close to 400 different CT versions have been sold. Today, the **CTsw** is one of the performance leaders in the Light Sport Aircraft category (LSA) due to its remarkable design and high-tech construction.

Due to the strength to weight ratio of carbon fibre, the **CTsw** has a useful load of 320 kg, which is more than its empty weight.

The aircraft is ideal for long distance and comfortable cruising as well as for flight training, glider/ banner towing, aerial photography and more.



124 cm wide cockpit with adjustable seats



A spacious and ergonomic environment

The carbon fibre and kevlar composite airframe allows for a very strong, light and aerodynamically clean design. All structural components are made of carbon or Aramid fibres. The materials used in the production correspond to DIN and aviation standards. This stunning aircraft is manufactured and test-flown in the Ukraine, from where it is sent to the various parts of the world as a ready to fly product.



High comfort

Thanks to the strut less wings, large upward opening wing doors allow easy boarding. The doors are held in upward position by means of gas springs.

The seats are easily adjustable in the leg-length and back-inclination, offering a comfortable position for up to 195 cm tall pilots.

Luggage compartments

A spacious baggage compartment, which can take up to a maximum of 25 kg of luggage, is located behind the cockpit. Although not accessible in flight, it can be accessed by either of two hatches on each side of the fuselage. The compartment is big enough to hold a tent, a light-weight cooler bag plus soft luggage. A floor-locker located in front of each seat allows the storage of fire extinguisher, drinks, books etc..



Cockpit layout

A very conventional and well designed middle console gives access to the trim-, choke-, throttle- and brakes levers.

Electrical switches, circuit breakers and the ignition key-switch are located on a central single panel. As a safety feature, the ignition key cannot be inserted as long as the main fuel valve is in the OFF position. The instruments and avionics panels can be customized according to the client specifications. Nevertheless, we have designed a standard layout which fits the aesthetics and ergonomics.





Flaps & ailerons

The very efficient and electrically activated flaps have a remarkable deflection range from **minus 12°** to **plus 40°**. The negative deflection contributes to a higher cruising speed. The frise-type ailerons move simultaneously together with the flaps in order to decrease the stalling speed.

Stabilizer & trim system

Pitch control is provided by a full flying type stabilizer which is actuated by push/pull rods. A servo tab mounted on the stabilizer provides aircraft trimming throughout all conditions of flight and with all flaps settings.



The downward oriented winglets reduce the induced drag and improve directional stability

A 3 blade ground adjustable Neuform propeller is included in the standard CTsw configuration.



CTsw data sheet



Engine & fuel			
Engine make and model	Rotax 912 ULS	Max. power at sea level	100 hp
Economic cruising consumption	10-12 ltr/hr	Fuel types	Highest octane low-leaded motgas or AVGAS 100LL
Cruising consumption	16-18 ltr/hr	Number of fuel tanks	2 (in the wings)
Take-off consumption	25-27 ltr/hr	Maximum fuel capacity	130 litres
Weights & dimensions			
Minimum single pilot weight	60 kg	Wingspan	8,55 m
Min. Empty aircraft weight (approx)	280 kg	Overall height	2,16 m
Max. take-off weight	600 kg	Overall length	6,22 m
Wing area	9,8 m ²	Max. cabin interior width	1,24 m
G-limitations			
Tested break load with 600 kg MTOW		7.2 g	
Flight load factor at Va (manoeuvring speed)		+4g / -2g	
Flight load factor at Vn (Never exceed speed)		+4g / -1.5g	
Performances			
Stalling speed 0° flaps (Vs)	40 kts IAS (75 kph)	Normal cruising speed	125 kts TAS (230 kph)
Stalling speed 40° flaps (Vso)	35 kts IAS (65 kph)	Economic cruising speed	110 kts TAS (204 kph)
Normal operating speed range (green arc)	40-129 kts IAS (75-240 kph)	Range at normal cruising speed	1500 km incl. 45 min. res.
Manoeuvring speed (Va)	99 kts IAS (184 kph)	Range at economic cruising speed	1800 km incl. 45 min.res.
Caution speed range	129-167 kts IAS (240-310 kph)	Take-off distance at sea level	Approx. 100 m
Never exceed speed (Vne)	167 kts IAS (310 kph)	Take-off distance at 5000 feet	Approx. 300 m



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