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Specification: Robin DR401 2·0SCDI IFR; October 2015



Available for immediate delivery, this is a **rare opportunity** to acquire a low hours Robin DR401 4-seat tourer, IFR certified, glass cockpit, Avidyne TAS, autopilot, and the most sophisticated engine in Robin Aircraft's range (the Continental Diesel 2·0S), at a **saving of nearly €100,000** on the new price.



Operating on Jet A1, automotive diesel, bio-diesel, and many military jet fuels all in any mixture in the tanks, the engine is smooth, quiet and easy to operate with single lever control.

With a MTOW of 1,100 kg and a useful load of 404 kg, this aircraft is capable of carrying 4 adults, 109 l of fuel (4·5 hours at 75% power) and luggage. A maximum fuel load of 159 l can give a range of around 850 nm at 75% power.

Full details of the DR401 155CDI are at: <http://mistralaviation.co.uk/robin-dr400-diesel-ecoflyer.html>

A comparison of how the DR401 155CDI compares with the competition is at: <http://mistrallaviation.co.uk/comparison.pdf>

This aircraft is **fully up to date** with AD's and SB's and has had the factory approved cylinder head modification to prevent coolant seeping from the casting channel seals.

Always hangared and in regular use, this aeroplane is virtually immaculate, save for minor signs of normal wear.

The FlightStream 510 allows flight plans and database updates to be sent directly from an iPad to the GTN 750 at the touch of a button.

If desired, we can arrange for the **Garmin G500** to be updated to software version 7-22 and the **GTN750** to be updated to version 6-41 allowing chart cross-fill and a 3° glide slope to be laid down for any airfield in the database. The cost for the update is approximately £252 ex VAT.

Hours at 29th September 2018:

TTA: 294 hours; TTE: 294 hours (TBR 1,200 hours or 12 years); TTP: 284 hours.

Powerplant:

Continental Diesel 2-0S 155 hp; Propellor: MTV-6-A/190-69 'Scimitar' 3-blade.

General specification:

Oratex Swiftwing	Avionics master switch
Magnetic compass	Alternate avionics master switch
Electric stabilator trim with indicator	Engine FADEC master switch
Electric rudder trim with indicator	Hourmeter
Autopilot switch	Alternate air control
Autopilot control on both sticks	Alternate static source
Stopwatch with OAT and voltmeter	Quad indicator (fuel level and temperature, voltmeter, OAT)
Fuel shutoff control	CED indicator (RPM, % power, Oil T&P, coolant & gearbox temperature)
Mike/headset jacks (4)	Rear baggage door
Bose panel-power headset sockets (4)	Long-range fuel tank (50 litre)
Music input (front and rear)	LED wingtip strobes and navigation lights
Alternator switch	LED taxiing and landing lights
Ground power socket	Certified fire extinguisher (Halon)
12v socket in cockpit	Full leather upholstery
Annunciator panel, heating and lighting controls.	Silencer

Avionics:

Garmin GMA 340 audio panel (remote)

Garmin G500 PFD and MFD with synthetic vision and terrain

Mid Continent SAM horizon, altimeter, ASI backup instrument

Garmin GAD43E (to display DME on G500)

Garmin GTN750 VHF/VOR/GPS with FlightStream 510 bluetooth / wifi

Garmin GNC255A VHF/VOR

King KN62A-14 DME (remote, display on G500 PFD)

King KA33 cooling blower

S-Tec 55X autopilot with auto stabilator trim coupled to GTN750 and G500

Kannard Integra GPS ELT

Avidyne TAS605 traffic system displaying on GTN750 and G500 MFD

