

Jusqu'à 1300nm /13h autonomie
134lt / 2 réservoirs d'ailes + nourrice

Fiable et économique
Moteur Rotax 912iS (100 hp) TBO 2.000 hrs
14 ltr/h @114kt essence sans plomb

Hélice tripale
Émission sonore très faible
Classe A 64dB

Émissions de carbone compensées jusqu'au TBO Moteur 2000h

Roue avant 6" dirigée fourche robuste avec amortisseur polymère Carénage roue et train

Cellule de survie en Carbone pré-imprégné HEXEL Airbags 5 fenêtres en plexiglass aéronautique teintées

Train en composite facilite les atterrissages Roue 6" avec freins hydrauliques carénages de roue et train

Meilleur de sa classe 129 cm cabine extra large coffre 800 litres Immenses portes papillons animées par vérins facilite l'accès

Conception aérodynamique résistante à la Vrille Profil laminaire incidence mètre

F2 CS23 IFR

Prix tout équipé: 259 900€ HT

Cellule composite carbone robuste testée à 650kg Construction Allemande Parachute de secours Airbags cockpit (option)

Excellent Stabilité en tangage avec empennage fixe et trim électrique

Feux de navigation et strobos modernes à LED

Photo non contractuelle

| |
|---|
| 650 kg |
| Masse maximale |
| 230 kg |
| Charge utile |
| 2400 km - 1300nm autonomie |
| 220 km/h - 120 kt Vitesse de croisière max |
| 15ltr/hour @ 120 kt croisière |
| 290 m Distance de décollage passage des 15m |
| 390 m Distance atterrissage Passage des 15m |
| Emissions 64,5 db Essence sans plomb |



- | | |
|----|--|
| 1 | Garmin G3X GDU 460 Screen (10.6" landscape format) |
| 2 | AMSAFE pilot and passenger Airbags |
| 3 | GTC 255A Com-Nav radio |
| 4 | Garmin GMA™ 35c remote stereo audio panel (unit installed inside instrument console) |
| 5 | Garmin GTN 750 GPS Navigator |
| 6 | Garmin GTX 345R ADS-B 'In and Out' remote mount transponder (unit installed inside instrument console) |
| 7 | Garmin G5 backup system |
| 8 | Garmin GMC 507 Digital autopilot 'mode controller panel' |
| 9 | KANNAD INTEGRA AF 406 ELT 406 MHz with remote control |
| 9a | Artex 345 ELT 406 MHz with remote control |
| 10 | Fresh air and heating vents |
| 11 | Traffic Monitoring Function (unit inside instrument console) |
| 12 | Optional Heated Pitot Probe switch |

Moteur ROTAX 912iS injection 100hp monomanette Hélice bipale a pas fixe Avionique glass cockpit G3X GARMIN Airbags tableau de bord 2 écran 10,6" GARMIN G3X Tactile PFD/MFD avec Connex® technology, Carte déroulante avec relief vision synthétique et alerte trafic (option), carte Jeppesen avec carte VAC, Garmin G5 EFIS backup, Transpondeur GTX 345 MODE S ADSB IN/OUT, Radio/NAV GTC 225A 8,33MHz , Intercom GMA35 Bluetooth, Autopilot GMC507 Garmin GTN 750iXGPS/NAV/COMM/MFD L-3 Avionics WX500 Stormscope Detection System Sièges ajustables assis, tous les feux à LED Garantie 2 ans Cellule et équipement

Photo non contractuelle

TABLEAU DE BORD DIGITAL GARMIN G3X

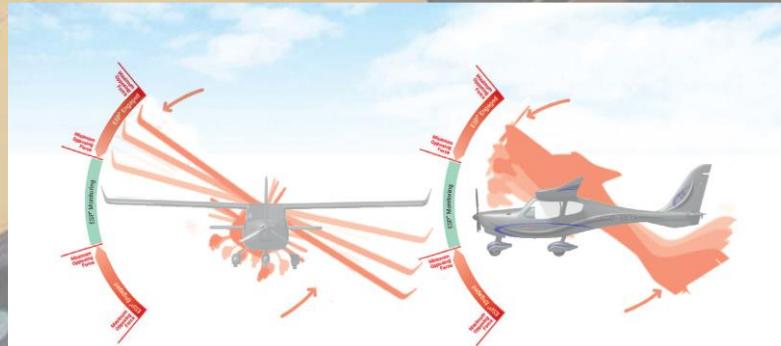


Tableau de bord Digital : DOUBLE GARMIN G3X écran 10,6" tactile infrarouge avec Interface utilisateur conviviale connecté avec le pack communication: Vision synthétique SVX affiche le relief, obstacles Aéroports et couloir en 3D pour guidage avec paramètres de Vol PFD complet, Horloge temps local et zulu, chronomètre, G-Mètre, Voltmètre, HSI Horizontal Situation Indicator, AOA Indicateur d'angle d'attaque avec alarme, Batterie de secours interne, Report de position du trim de tangage électrique

Navigation: GPS avec antenne déportée, Horizon artificiel avec vision synthétique 3D

Surveillance du Moteur complet avec Alarmes visuelles et sonores
Connecté avec le pack communication et interface intégrée, connexion Wifi pour transfert du plan de vol avec Gamin Pilot App.

G3X Pilote Automatique 2 axes avec panneau de control GMC507 affichage intégré dans écran G3X contrôle axe Roulis et Tangage avec Servo "Smart" GSA28 à embrayage électromagnétique sans frottement Panneau de control avec roue de control intuitive pour ajuster facilement l'assiette, le taux de monté, l'altitude la route ou le cap. Touche LVL pour remettre l'avion à l'horizontal, système ESP-X qui fournit de l'assistance pour stabiliser l'avion pendant le pilotage manuel, protection de vol sur et sous vitesse en agissant sur l'assiette pendant les manœuvres manuelles ou automatiques

EQUIPEMENT F2 IFR



| | |
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Tableau de bord Digital IFR
DOUBLE GARMIN G3X écran 10,6" G3X Back-Up Battery for each Display, OAT sensor
GTP58

Heated Pitot Static AOA L Tube
Garmin G5 EFIS certified Backup Flight Instrument with Autopilot capability
Radio Garmin GNC 255A NAV/COM 8,33MHz (center Panel)

Transponder Garmin GTX345 with ADSB in/out (remote mount displayed on G3X)
Intercom Garmin l GMA35c with Bluetooth option ((remote mount displayed on GTN 750iX)

Kannad Integra 406 AF-Compact, ELT 406 MHz with remote control

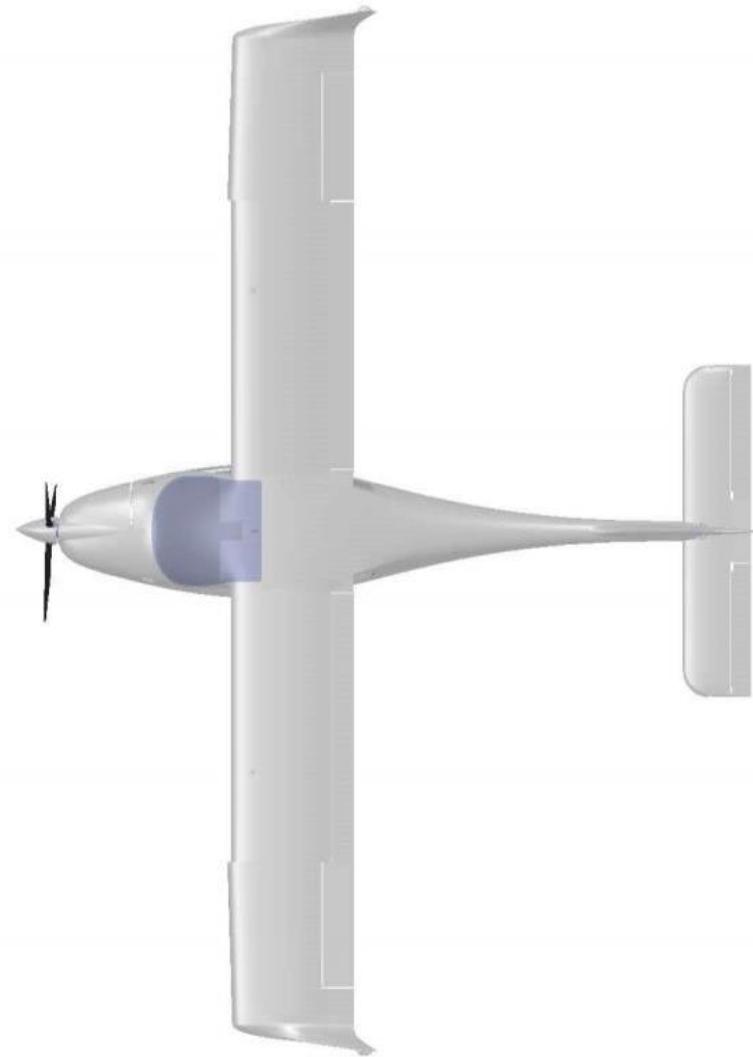
Garmin GTN 750iX

L-3 Avionics WX500 Stormscope Detection System

2 Axis Autopilot Garmin G3X with Control Panel GMC 507

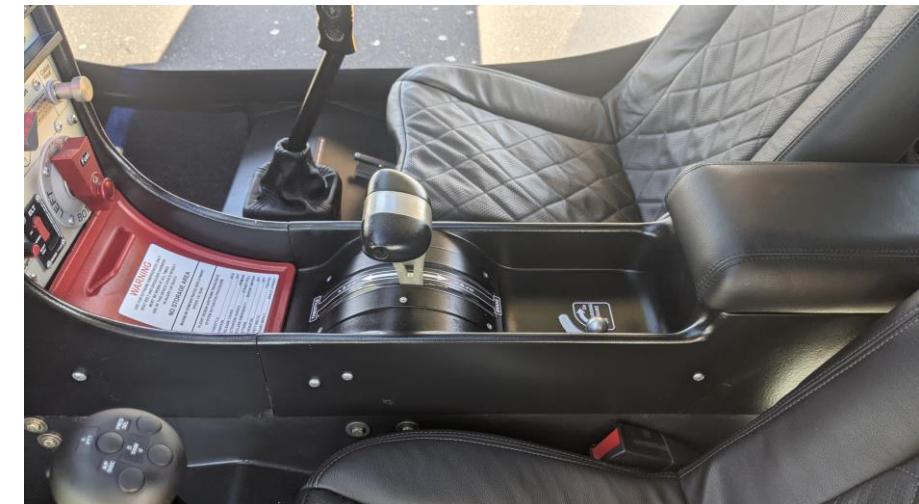
Conception aérodynamique résistant a la vrille (Spin Resistant Airframe SRA)

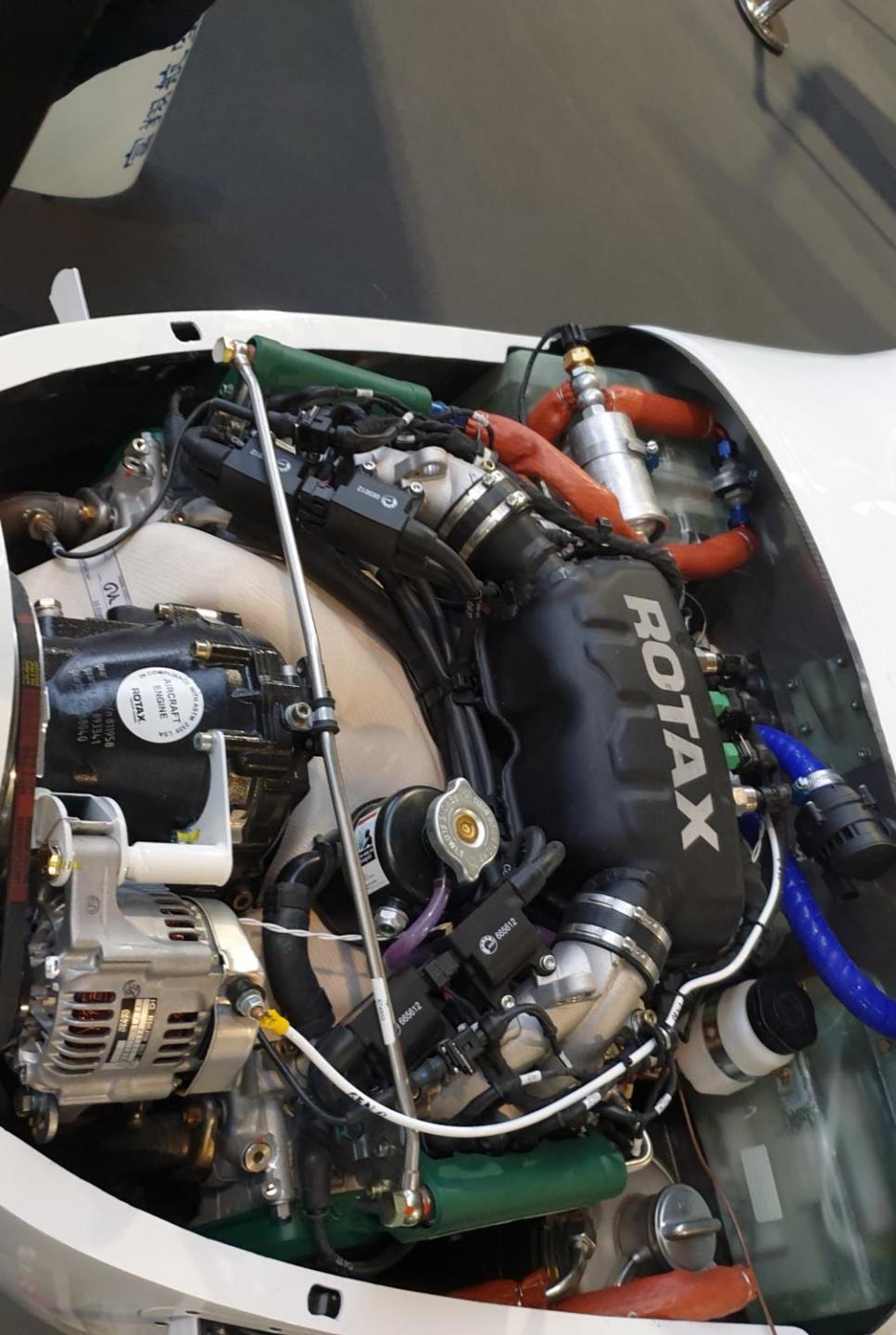
- ✓ Une Vrille est une combinaison dangereuse d'un décrochage et d'un dérapage.
- ✓ Les décrochages et les vrilles représentent 41 % des accidents mortels (AOPA 2010).
- ✓ Les facteurs humains sont responsables de 70 % des accidents.
- ✓ Le F2 est conforme à l'exigence EASA CS-23 « Spin resistant » applicable aux avions récents
- ✓ L'aile dispose d'un décrochage dans le dernier 1/3 de l'envergure qui sépare les deux profils et le bord d'attaque avancé permet de garder la portance dans la partie externe de l'aile.
- ✓ Les ailerons sont situés dans le dernier 1/3 de l'envergure qui restent efficaces pendant le décrochage de l'aile
- ✓ Les volets fournissent un supplément de portance pour les vitesses faible, l'exigence « Spin resistant » s'applique à toutes les positions de volets.
- ✓ L'empennage et la dérive sont dimensionné pour l'exigence « Spin resistant »



La Cabine du F2 conçu pour le confort et la sécurité de l'équipage

- La cabine extra large de 129 cm (CT 124cm)
- Siège en cuir avec appuis têtes de série , ajustables en restant assis.
- Pilotes de tailles variant de 1.55m à 2.00m
- les larges portes papillons animées par vérin a gaz permettent un accès facilité par un seuil rabaisé et sont verrouillées par une fermeture trois points
- Enorme espace bagage (capacité 800ltr/50kg) situé derrière les sièges est accessible facilement en vol et au sol grâce au basculement des sièges vers l'avant.
- La cabine est illuminée par 4 fenêtres latérales, un parebrise en Plexiglass teintés de qualité
- Cellule de survie 50% plus résistante et Airbag inséré dans le tableau de bord de serie.
- Parachute de cellule





F2 motorisé par l'excellent ROTAX 912iS Injection

- Fiable: 2000h TBO
- Redondant: double injection, double alternateur, l' ECU fournit les message d'alerte dans le cockpit sur l'état du moteur et simplifie la maintenance.
- Sobre: le Rotax 912iS consomme entre 10ltr/ h tour de piste et 15ltr/h croisière
- économique: les couts de maintenance sont inférieur à 10€/h inclus la provision pour échange moteur.
- Le cout d'utilisation du F2 est inférieur à 40€/h
- Fonctionne à l'AVGAS et MOGAS SP98 E5

CTLSi et F2 “neutre en carbone”

Flight Design compense les émissions de carbone pour 2000h des CTLSi et F2.

Les émissions de carbone représente 80 tonnes sur cette période

Le Moteur Rotax 912iS consomme moins de 11lt/h en formation

Le moteur Rotax est conçu pour l'essence automobile sans plomb

Les émissions de NOX et CO² 4 fois moins importante que les avions de formation traditionnel DR400, C152

La consommation est divisée par 2 et utilise de l'essence sans Plomb plus respectueuse de l'environnement que l'AVGAS.



Performance F2 (manuel de vol CS23)

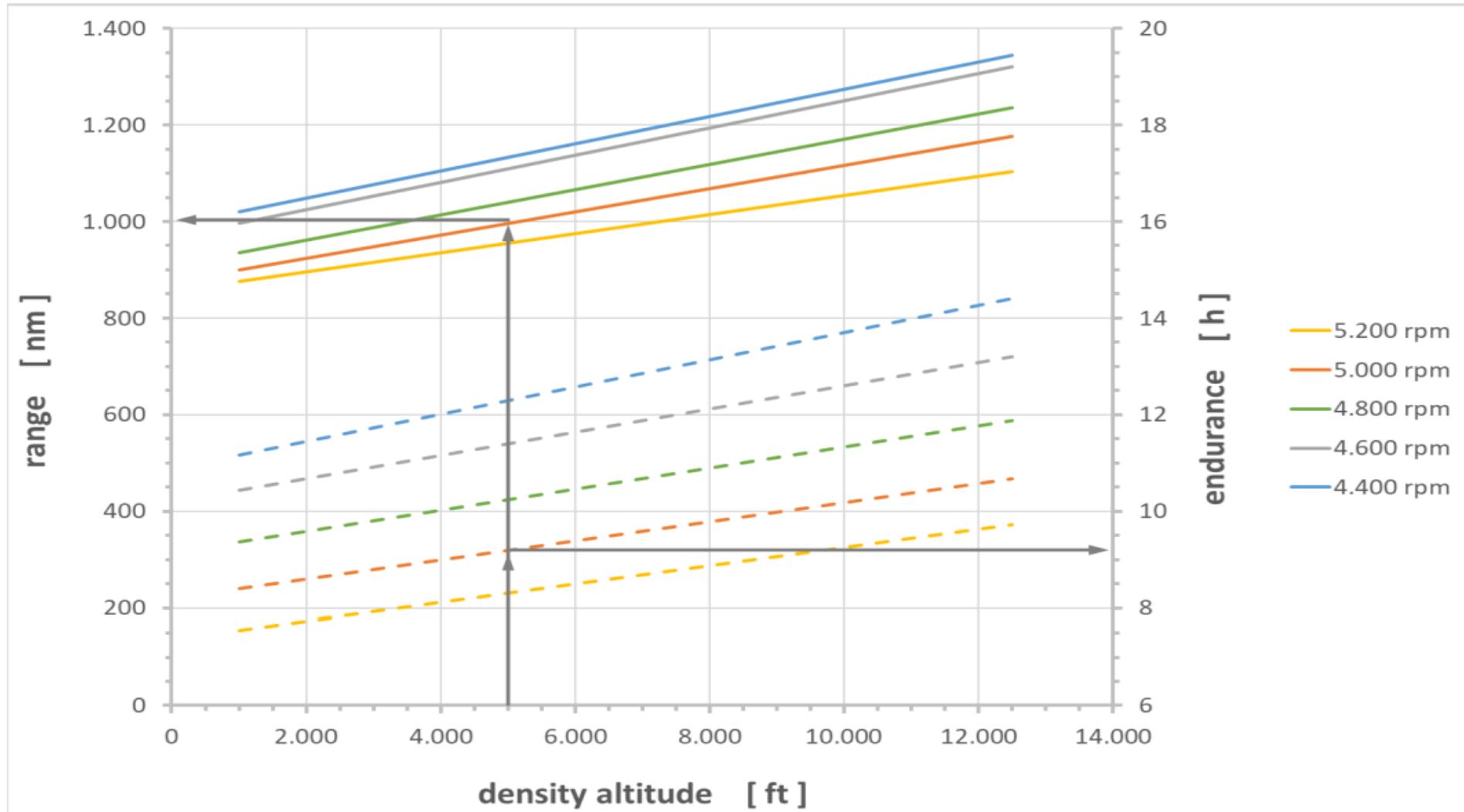
F2 à des performances supérieures au CTLS

5.3. Summary of Flight Performances

| | | | | |
|-------------------------------|-----------------|----------|-----|--------|
| stall speed | flaps landing | V_{S0} | 40 | kIAS |
| stall speed | flaps take-off | V_s | 48 | kIAS |
| stall speed | flaps retracted | V_s | 53 | kIAS |
| speed for best climb gradient | flaps take-off | V_x | 60 | kIAS |
| speed for best rate of climb | flaps retracted | V_Y | 70 | kIAS |
| speed for best glide | flaps retracted | V_Y | 70 | kIAS |
| best rate of climb at V_Y | flaps retracted | | 939 | ft/min |
| best climb gradient at V_X | flaps take-off | | 16 | % |
| take-off roll distance | flaps take-off | | 214 | m |
| take-off air distance | flaps take-off | | 140 | m |
| take-off distance | flaps take-off | | 354 | m |
| landing roll distance | flaps landing | | 110 | m |
| landing air distance | flaps landing | | 219 | m |
| landing | flaps landing | | 329 | m |

Performance F2 (manuel de vol CS23)

jusqu'à 1400 nm de rayon d'action et 15h d'autonomie

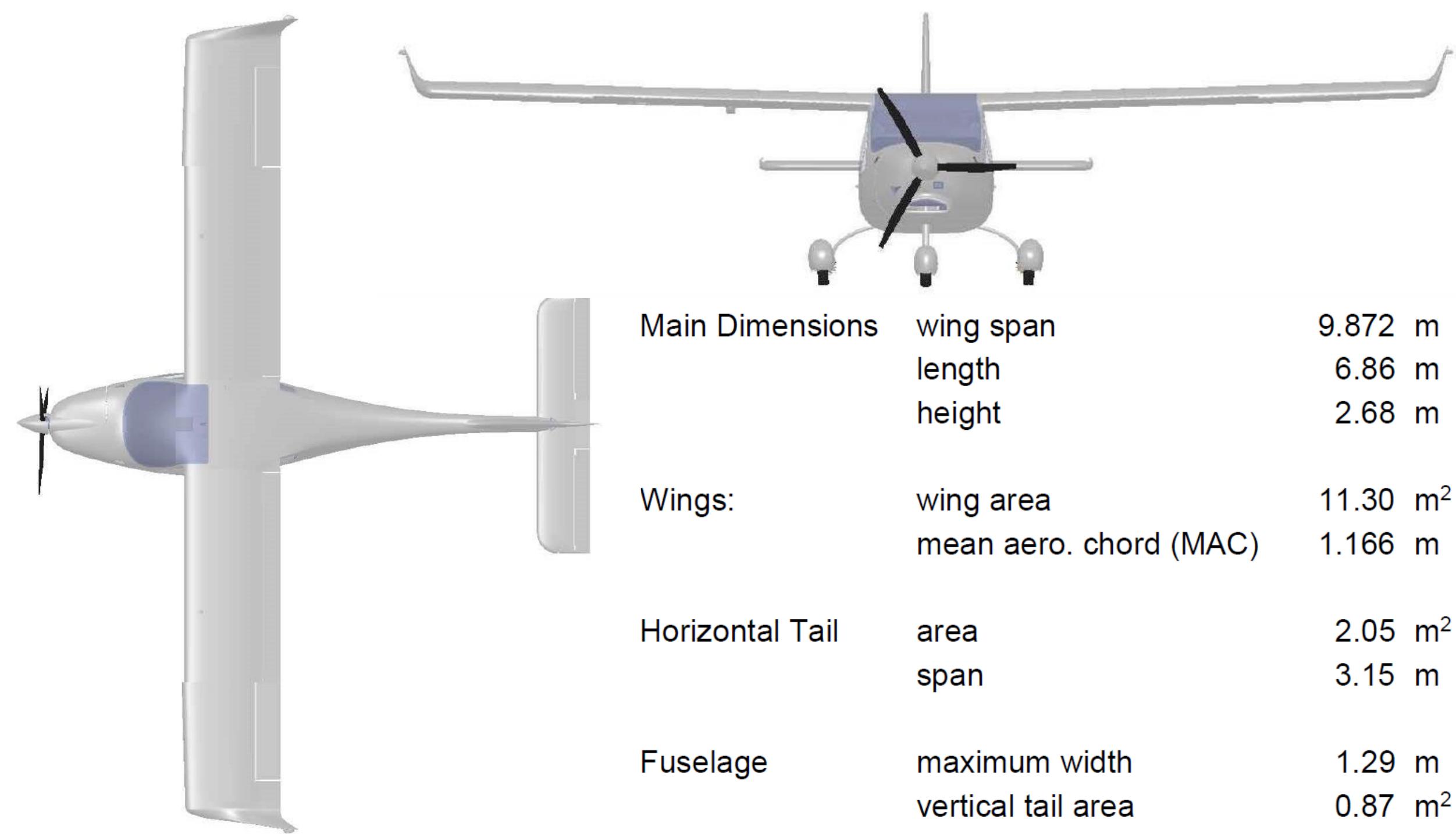


Limitations F2

(manuel de vol CS23)

F2 à des limitations comparable au CTLS

| speed | | IAS | description |
|----------|---|---------------------------------------|---|
| V_{NE} | never exceed speed | 137 kts | airspeed which shall never be exceeded |
| V_{NO} | normal operate airspeed | 109 kts | airspeed which shall not be exceeded in gusty weather |
| V_O | operating maneuvering speed | 87 kts 93 kts 97 kts 101 kts | Operating Maneuvering Speed is the maximum speed at which full control travel may be used. Below this speed the airplane stalls before limit loads are reached. Above this speed, full control movements can damage the airplane. maximum airspeed for all permissible maneuvers |
| V_{FE} | max. speed with flaps extended flaps in take-off position flaps in landing position | 86 kts 77 kts | AUW 480 kg (1,060 lb) AUW 550 kg (1,211 lb) AUW 600 kg (1,321 lb) AUW 650 kg (1,430 lb) |
| V_Y | airspeed for best rate of climb | 70 kts | airspeed which may never be exceeded with flaps down |
| V_T | target airspeed | 60 kts | speed for the greatest altitude gain in the shortest time, flaps retracted |
| V_X | airspeed for best angle of climb | 60 kts | recommended airspeed for approach at gross weight |
| | | | airspeed for the steepest climb flaps take-off |



| | | |
|-----------------|------------------------|----------------------|
| Main Dimensions | wing span | 9.872 m |
| | length | 6.86 m |
| | height | 2.68 m |
| Wings: | wing area | 11.30 m ² |
| | mean aero. chord (MAC) | 1.166 m |
| Horizontal Tail | area | 2.05 m ² |
| | span | 3.15 m |
| Fuselage | maximum width | 1.29 m |
| | vertical tail area | 0.87 m ² |

Specification Model Year 2021



| |
|--|
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| 5 Garmin GTN 750 GPS Navigator |
| 6 KANNAD INTEGRA AF 406 ELT 406 MHz with remote control |
| 7 Transponder Unit (installed inside instrument console) |
| 8 Garmin GS backup system |
| 9 KANNAD INTEGRA AF 406 ELT 406 MHz with remote control |
| 9a Artx 345 ELT 406 MHz with remote control |
| 10 Fresh air and heating vent |
| 11 Traffic Monitoring Function (unit inside instrument console) |
| 12 Optional Heated Pitot Probe switch |

Exterior

Fuselage made from preimpregnated carbon fibre for superior strength to weight characteristics considering 650kg design MTOM with proven Safety Cell concept and 5 windows, One-piece panoramic windshield (Aeronautical Plexiglass), door windows, green tinted, rear side windows to improve oversight

One piece wing with DLE outer wing optimized for spin resistance, Removable drag reducing sculpted Winglets

Tail Section with improved Response and in Flight Stability, Excellent pitch stability by fixed horizontal stabilizer

Large gull wing cabin doors with gas springs for easy cockpit entry

Durable urethane exterior paint in white with a choice of colorful graphic decals

Aerodynamically contoured composite single beam main landing gear with superior damping characteristics and long wheelbase

Main wheels with hydraulic disk brakes, parking brake function

All wheels tires size 5.00 - 5", Tires qualified for 120km/h and 300 kg per tire, 6 Ply

Rating (PR)

Steerable front wheel with elastomer shock absorbers

Wheel pants and landing gear fairings on main wheels, combined wheel pant and leg fairing on nose wheel

Anti-Collision- Light & Position Lights, Large LED Landing Light in low engine cowl

Tie-down points on wing and tail

3 pin external power port

Interior

Spacious 'extra-large' cabin, safety cell concept , Amsafe® Airbags for Pilot and Copilot 2 way - 1-way in-flight adjustable sport seats with backrest, Confor-foam padding and Leather covers

3-point safety belts for each seat with inertial reel

Cavernous luggage compartment behind the seats with up to 50kg / 800 Liters capacity, accessible through cabin

Two tone cabin interior paint, structured surface, high abrasion resistance

Modern heating/fresh air system with distribution in cockpit through two air nozzles in the instrument console, air nozzles in the footwell and Windshield ventilation

Baggage tie-down hooks in the luggage compartment with baggage net

Convenient accessory pocket on each door, Deflectable sun visors Brown or Blue to be selected, Fire Extinguisher

Avionics

Equipment installed in large instrument console with 1 main panel and one lower panel, provided with the following avionics, instrumentation and functionality:

Dual 10.6-inch Touch Display Garmin G3X GDU460 (LH & RH side) with EFIS and EMS functionality

Primary flight display (PFD) and multifunction display (MFD) capability plus optional highly configurable engine indication system (EIS) display

Native infrared touchscreen interface seamlessly blends with familiar buttons and knobs

Night flight package: Cabin light installed to cabin ceiling, UMA Light strip for center panel and throttlebox, All instruments illuminated, illumination brightness continuously variable

G3X Back-Up Battery for each Display, OAT sensor GTP58

Heated Pitot Static AOA L Tube

Garmin G5 EFIS certified Backup Flight Instrument with Autopilot capability

Bright, sunlight-readable 3.5" LCD color display, Includes a 4-hour backup battery with battery status indicator

Radio Garmin GNC 225A NAV/COM 8.33Mhz (center Panel)

adding VOR capability includes additional antenna

Transponder Garmin GTX345 with ADSB in/out (remote mount displayed on G3X)

Intercom Garmin I GMA35c with Bluetooth option ((remote mount displayed on GTN 750iX)

Kannad Integra 406 AF-Compact, ELT 406 MHz with remote control

Magnetometer GMU11, Altitude encoder GAE12, Engine/Systems Interface Box

GEA24, ADAHRS GSU25, OAT sensor GTP58, Mechanic compass C 2300

Control stick handles ergonomically shaped, with control buttons for Radio, Autopilot and stabilizer trim

Easy accessible fuse and breaker panel on instrument console, 12V auxiliary power connector in cockpit, USB Socket installed to the instrument panel

Garmin GTN 750iX

Big 6.9" touch display with faster zooming, panning and map rendering on the display.

GPS/NAV/COMM/MFD

Visualize your entire flight plan, including holds and approaches on a big 6.9" touch display.

L-3 Avionics WX500 Stormscope Detection System

Displays lightning in 25, 50, 100 and 200 nmi ranges, 360-degree view or 120-degree forward looking

Integrates with SkyWatch Collision Avoidance Systems

Propulsion System

Certified Rotax 912iSc Sport 2 (100 hp), 4-stroke, 4-cylinder horizontally-opposed spark ignition engine with electronic fuel injection; TBO 2.000 hrs; installed ready-to-fly, Rotax engine warranty

Slipper Clutch as protection against shock loading of engine by ground contact of propeller
3 Blade certified fixed pitch propeller in composite material

Air induction by NACA Inlet in cowling with filterbox with alternate air valve and tubing to airbox on top of engine

Low drag cowling with easy-to-latch Camlock system

Aerodynamic optimized cooler ducts

Oil and water thermostat installed to the cooling circuits

Optimised engine shock mounts with significant vibration damping, Titanium firewall with soundproofing

Stainless steel exhaust system

12V/ 16Ah Lithium battery with management system

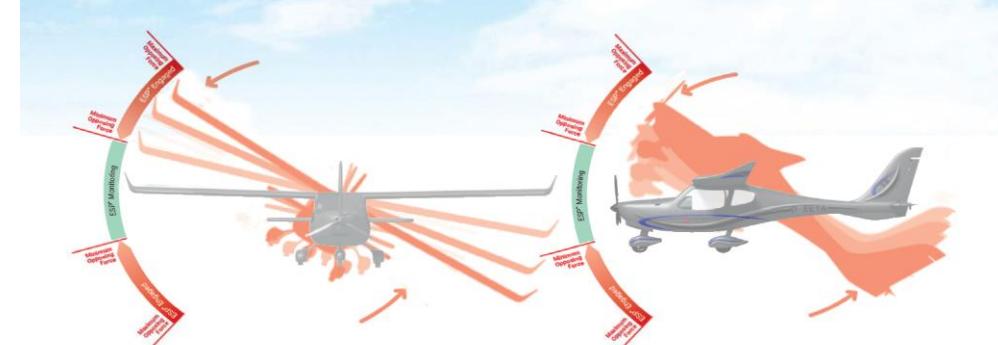
Second Additional Battery ETX 900V fully protected by a BMS, ETX Hundred series aircraft batteries have redundant electronic circuits and battery fault indication

Single lever throttle and brake system

No touch fuel system with electric fuel gauges and low level warning

Wing fuel tanks, 65 l each + Header tank 134 l useful total fuel, vented by NACA Inlets installed to the winglets



| Systems | Documents | | | |
|---|---|---------------|-------------------|-----------------|
| Aircraft Emergency Parachute System AEPS | Pilot Operation Handbook, Maintenance Manual Airplane&Engine Logbook in English | | | |
| Dual controls, conventional, three-axis | Compliance | | | |
| Electric flap control with indicator and pre-selector switch | EASA Form 52 provided by FD CZ in conformance with CS-23 IFR | | | |
| Electric Elevator Trim with convenient fine adjustment with control knob installed to control stick | Maximum Takeoff Mass CS 23 650 kg (1430 lbs) | | | |
| Ground adjustable trim tabs on rudder and aileron | | | | |
| 2 Axis Autopilot Garmin G3X with Control Panel GMC 507 | | | | |
| <p>with 2 Axis pitch+roll configuration with GSA 28 "smart" servos Integrated into G3X Touch flight displays and Control panel with intuitive control wheels for easier pitch, vertical speed and airspeed adjustments, as well as altitude and heading selection Advanced LVL mode button, which commands the autopilot to help restore the aircraft to straight-and-level flight</p> <p>Includes Garmin ESP-X™ (Electronic Stability and Protection), which provides assistance in maintaining stable flight while hand-flying the aircraft Adds overspeed and underspeed protection to automatically increase or decrease pitch attitude when aircraft exceeds built-in parameters while the autopilot is engaged or hand-flying</p> | <p>Environmental Impact</p> <p>CO2 Compensation until first TBO</p> | | | |
|  |  | | | |
| F2 EASA CS23 IFR READY TO FLY include above equipments | Order Number | Weight * [kg] | Price € excl. VAT | Order Selection |
| Flight Design F2 CS23 IFR <i>(Engine Rotax 912iS fuel injected 100hp, Dual 10.6" G3X Touch screen, Autopilot, Garmin Radio / Transponder, MFD GTN 750 Xi, Stormscope Aircraft Emergency Parachute System)</i> | 4003 | 425,00 | 259 900,00 € | x |

| ADD ON EQUIPMENT | | | | | |
|--|--|-------|---|------------|--|
| Amsafe® Airbags for Pilot and Copilot installed in instrument panels to protect upper body in frontal accident | | 40104 | 3,50 | 5 900,00 € | |
| Brown - Anthracite - Sport Seat and Interior color option Two tone brown-anthracite cabin interior paint, associated light brown leather seats and stick covers (REF BOOKMARK ROYAL 29110 Khaki) | | 40105 |  | 0,00 € | |
| Black - Anthracite - Sport Seat and Interior color option Two tone Black-anthracite cabin interior paint, associated Black leather seats and stick covers (REF BOOKMARK ROYAL 99123 Black) | | 40106 |  | 0,00 € | |
| Upgrade to Certified BERINGER 5.00-5" instead of MATCO 5.00-5"standard wheels | | 40111 | - 1,20 | 2 920,00 € | |
| Deflectable sun visors Brown | | 40112 | 0,40 | 0,00 € | |
| Deflectable sun visors Blue | | 40113 | 0,40 | 0,00 € | |
| AVIONIC OPTIONS | | | | | |
| 2x Bose A20 Bluetooth Headset includes Lemo plugs to powered Bose headset added to the wiring | | 40201 | - | 2 100,00 € | |
| Lemo plugs added to the wiring without Bose Headset | | 40202 | - | 290,00 € | |
| Traffic Monitoring Function provides traffic information on the G3X displays monitoring ADSB, Mode S and FLARM Data | | 40213 | 1,00 | 3 160,00 € | |
| ACCESSORIES | | | | | |
| Standard Cover for Cabin and Cowling Protective cover against pollution, sun and rain for all cabin windows and cowling Double layer design Small package size for transport within the airplane | | 40301 | - | 690,00 € | |
| Standard All-Airplane Cover Protective cover against pollution, sun and rain for the whole airplane (includes wings, fuselage and empennage) Double layer design | | 40302 | - | 1 900,00 € | |
| Cover for Cabin and Cowling "Uncutable®" All weather protective cover all cabin windows and cowling Double layer design by extremely durable and protective "Uncutable®" material Small package size for transport within the airplane | | 40303 | - | 820,00 € | |
| All Airplane Cover "Uncutable®" All weather protective cover for the whole airplane (includes wings, fuselage and empennage) Double layer design by extremely durable and protective "Uncutable®" material | | 40304 | - | 2 300,00 € | |

| DISPLAY UNITS | | | | | | |
|--|--|---|----------|---|--------|--|
| Display in km/h, °C, Altitude ft - mbar and Vario ft/min | 40401 | - | 0,00 € | | | |
| Display in kts, °C, Altitude ft - mbar and Vario ft/min | 40402 | - | 0,00 € | | | |
| Display in kts, °F, Altitude ft - in Hg and Vario ft/min | 40403 | - | 0,00 € | | | |
| Design Selection and Markings | | | | | | |
| Three color decals "FLUX 1" |  | ORACAL 951 series 070 Black ORACAL 951 series 090 Silver grey ORACAL 951 series 032 Light red | 40501 | - | 0,00 € | |
| Three color decals "FLUX 2" |  | ORACAL 951 series 070 Black ORACAL 951 series 090 Silver grey ORACAL 951 series 093 Anthracite | 40502 | - | 0,00 € | |
| Three color decals "FLUX 3" |  | ORACAL 951 series 049 King Blue ORACAL 951 series 090 Silver grey ORACAL 951 series 052 Azure Blue | 40503 | - | 0,00 € | |
| Three color decals "FLUX 4" |  | ORACAL 951 series 070 Black ORACAL 951 series 090 Silver grey ORACAL 951 series 919 Gold metallic | 40504 | - | 0,00 € | |
| Call Signs | 40505 | - | 260,00 € | x | | |
| Call signs as decals in black prepared and attached | | | | | | |

Customization de votre F2

- La peinture extérieure : 2 choix standard BLANC RAL 9016 ou Gris clair « Jet Gray »
- La décoration extérieure avec possibilité de modification des couleurs
- La peinture intérieure: 3 choix possibles gris ou beige, noir anthracite
- La sellerie cuirs 5 choix standard: Noir, Beige et Anthracite « royal black » avec surpiqure inclus les soufflet et poignées de manche
- Les Harnais 3 couleurs Noir, Gris argent et rouge

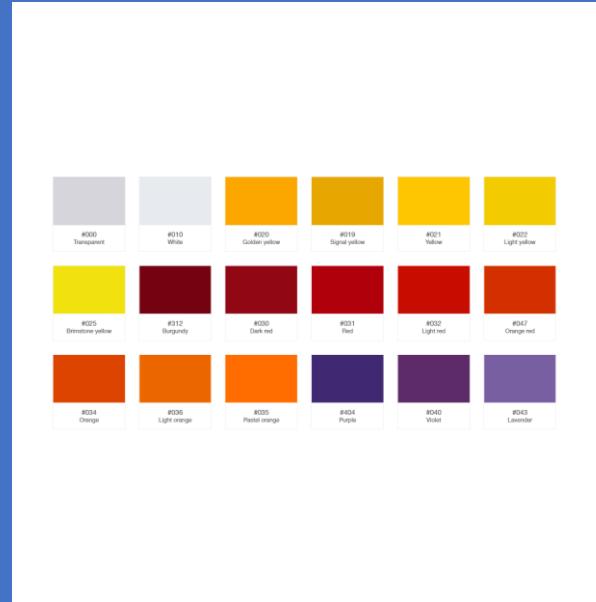
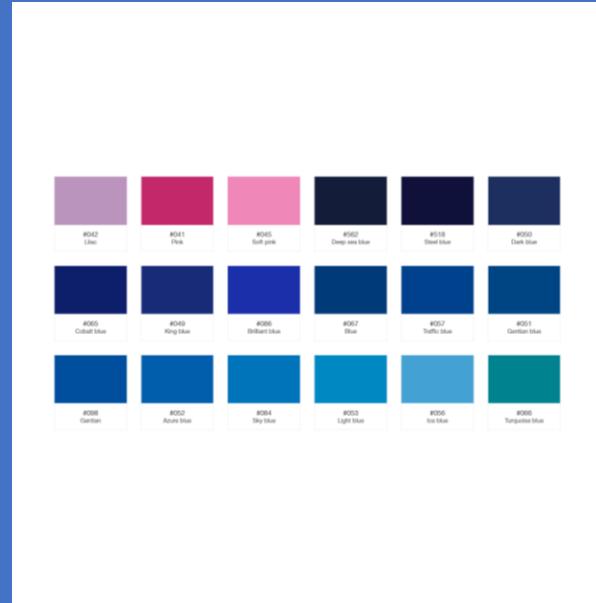






Photo non contractuelle



Photo non contractuelle



Photo non contractuelle



Photo non contractuelle



LIFT AIR®

FLIGHT DESIGN FRANCE

FLIGHT DESIGN REGIONAL CENTER FOR WEST EUROPE AND AFRICA

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