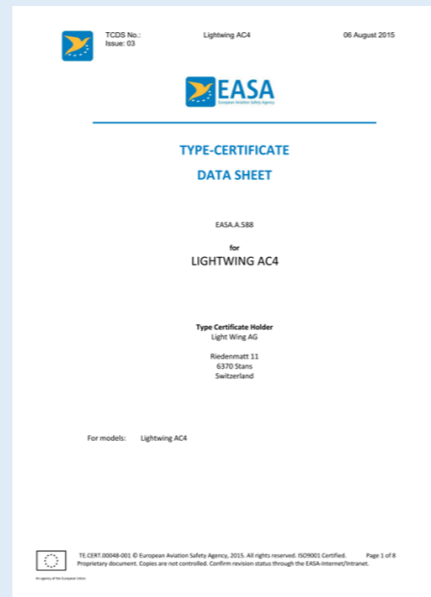
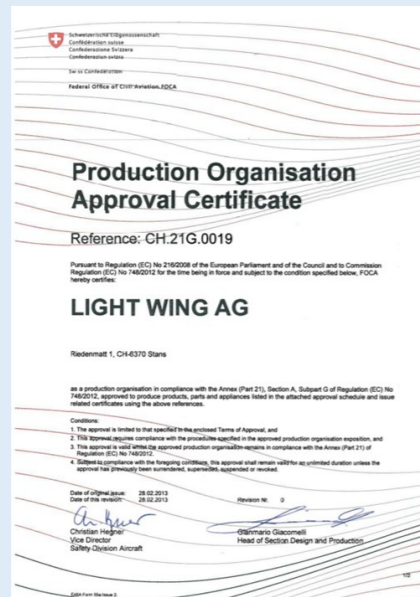




Light Wing AG
 Riedenmatt 1
 CH-6370 Stans
 +41 79 204 87 87
 sales@lightwing.ch
 www.lightwing.ch



Lightwing AC4: The Swiss Sport Utility Aircraft

The European Light Sport Aircraft Lightwing AC4 is the most economical two-seat aircraft for pilot training. It is the first and only certified aircraft with the modern and economic fuel injection engine.

AC4 CS-LSA—Certification tests (Personal summary)

The AC4 Aircraft was tested for several qualification/ Certification requirements such as trimmability longitudinal-, directional and lateral- stability in both statically and dynamical conditions, low and high speed stall, V-Dive, max Nz load, spin-entry and -recovery.

The AC4 demonstrated overall excellent stability in all axes with well-shaped stick and rudder deflections versus rudder and stick forces. Trimmability is well shaped and allows quick and precise neutralizing of stick forces. The yaw tendency as a function of power setting and airspeed is easy to compensate with adequate rudder deflection.

The Rotax engine with fuel injection is easy to handle and demonstrate good performance for take-off and climb and excellent economical cruise performance with less than 14 liter per hour.

The high wing aircraft with its well-proportioned ratio of wingspan to fuselage length is well damped in all axis and demonstrated good spin resistance. During spin tests, recovery was achieved by neutralizing stick and to rudder deflection against spin direction.

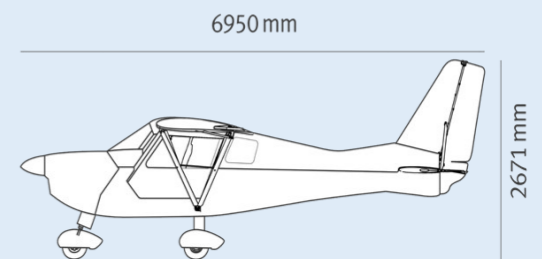
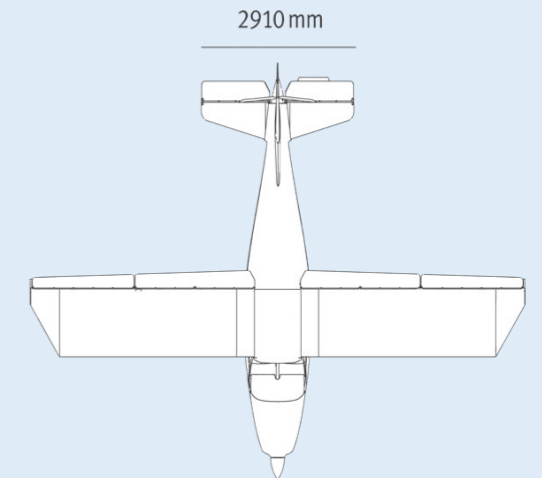
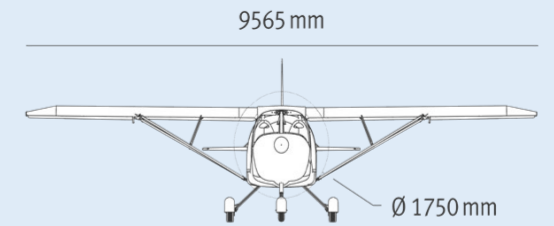
Throughout the whole envelope, no unexpected vibrations or buffeting was found. At V-dive (CAS 228 km/h) stability in all three axis and flutter resistance were excellent. To establish max continuous load of 4 g Nz required the steep spiral technique and was repeated several-times. Due to the low gross weight the deceleration during increasing Nz loads is very high and provides pilots from unintended overstressing

Res Schmid
Experimental Test Pilot

Lightwing AC4 — Technical data

- High strutted wing, two seats
- Anodized aluminium structure
- Polyester laminate for wings and flying control surfaces
- MTOW 600 kg (1323 lbs)
- Payload 216 kg (476 lbs)
- Manoeuvring load factors +4 g / -2 g
- 100 hp 4-stroke engine Rotax 912iS Sport with redundant electronic fuel injection
- Electric system with 1 generator und 1 alternator
- 3-blade propeller Neuform (Optional MTV-34 CS)
- Dynon Skyview navigation system
- Type Certificate CS-LSA EASA.A.588
- License PPL or LAPL

		Metric	Standard
Stallspeed FLAP DWN	V ₅₀	76 km/h	41 kts
Stallspeed Flap 0°		82 km/h	44 kts
Take off ground roll distance		159 m	522 ft
Take off distance to clear obstacle		15 m	50 ft
		336 m	1102 ft
Rate of climb MTOW		228 m/min	750 ft/min
Cruise speed		165 km/h	89 kts
Cruise speed max.		197 km/h	106 kts
Never exceed speed	V _{NE}	210 km/h	113 kts
Demonstrated X-Wind		18.5 km/h	10 kts
Fuel consumption		14 l/h	3.7 gal/h
Tank (usable)		90 l	24 gal
Range incl. 30' reserve		1'056 km	578 NM
Endurance		6 h	6 h
Payload with 3h fuel		186 kg	410 lbs
Wing span		9.57 m	32 ft
Total length		6.95 m	22 ft 9.8 in
Maximum height		2.67 m	8 ft 9 in
Cabin width		1.26 m	49.6 in
Luggage volume		550 Liter	19.4 ft ³
Luggage weight		2 x 25 kg	2 x 55 lbs
Tire front wheel		4.00-6"	4.00-6"
Tire main wheel		15x6.00-6"	15x6.00-6"
Noise		<65.9 dB(A)	<65.9 dB(A)



Wireless Connectivity: SkyView ↔ Mobile Devices

Dynon SkyView



EasyVFR / ForeFlight / Skydemon / Sky-Map



< Flightplan



GPS- & AHRS-data>

