

FLYSYNTHESIS

I. May 2010

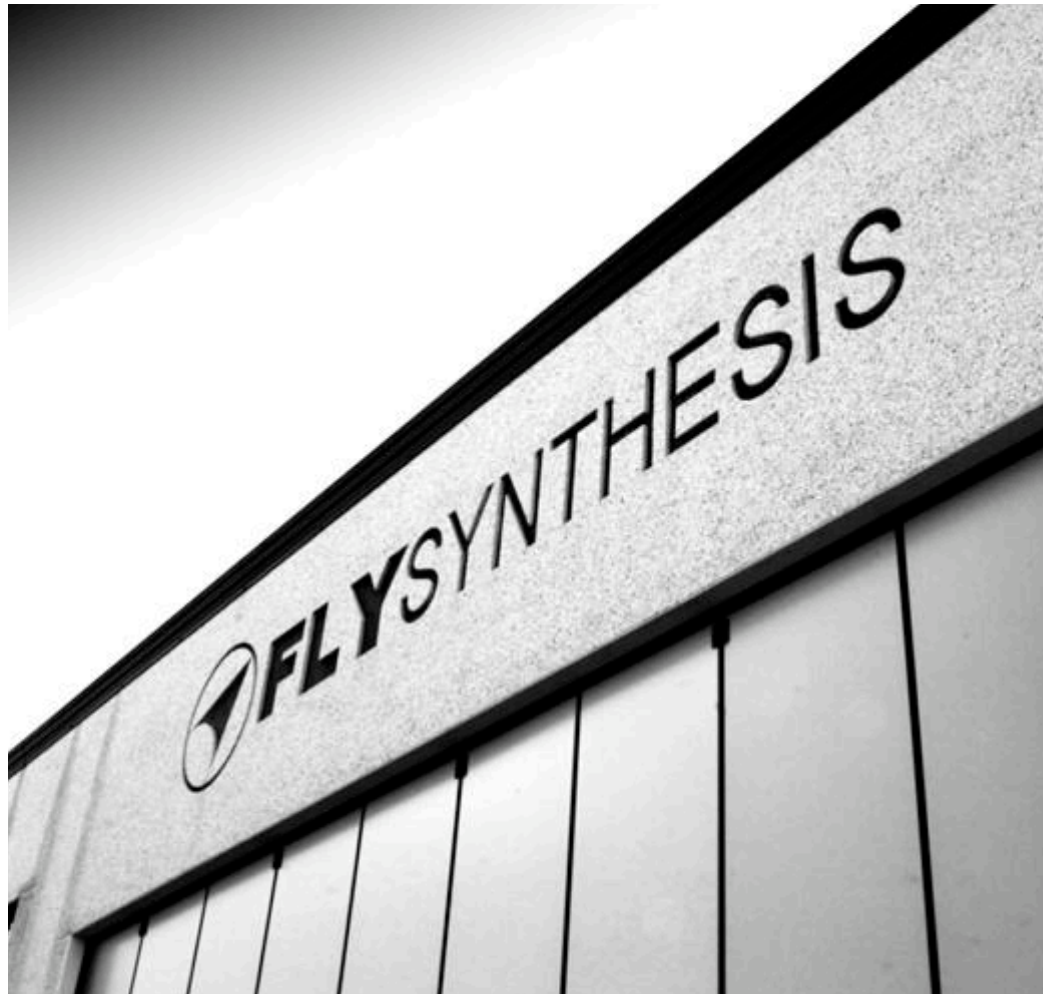


more than 25 years
experience in carbon
fiber aircraft building

In this issue:

Streamer F

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The newsletter a new way to communicate

This first issue centers around improving communication within the FlySynthesis dealer network and how that relates to the FlySynthesis Company.

We also look at the recent announcements regarding the new airplanes in development and new partnerships. This newsletter will keep FlySynthesis partners up-to-date on the latest news and progress in all projects and development.

The news letter will be issued two or three times a month depending on the reached development stage. It could contain useful informations on new equipment, instrumentation or new aircraft versions

Press Office Departement

CATALINA NG

The new amphibian

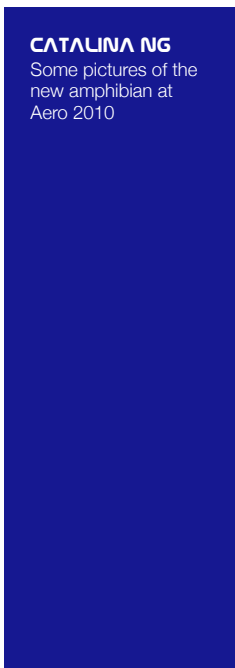
After the big success obtained at Aero 2010 Friedrichshaffen, and in relation to the big customer demand and confirmed orders, Fly Synthesis team decided to press ahead with the construction of new carbon/glass high temperature curing hull mould, to reduce the production times and related customer delivery terms .

This new mould will allow production of 4 planes a month starting from September. First customer deliveries on confirmed orders are expected in July. Exhibited in the final configuration during the fair, the series production Catalina's will have new hull hydrodynamics, optimized to enhance the already significant marine characteristics of the prototype and new landing gear with increased wheel dimensions. We are also testing carbon fiber rims available in future as optional.

Standard Catalina configuration is defined and includes: Rotax 582 installed with model "E" gearbox, two blades carbon fiber propeller, electrically driven Junkers flapperons,

manual actuated trim on pitch control, electrically operated tricycle landing gear, with hydro conic brake system and automatic operated landing gear bay doors. Three points safety belts, glass fiber seats, dual three axe controls, retractable marine rudder connected to rudder pedals. Standard instruments configurations includes air speed indicator, altimeter, vertical speed indicator, magnetic compass, slip indicator, rpm, Egt, water temp. indicator, hour meter. Is also under development an heavy duty versions optimized for intensive use in marine water. This version is addressed to professional operators. The main differences will be in accessories installed. List of options includes parachute, folding wings system and AMPtronic GX2 digital flight and engine instrument.

In parallel our technical office is working hard on certification process to obtain in the shortest time possible the DULV certification, which will allow some of you to start immediately sales process. For other counties in which





DULV certification is not recognized our technical office will give you full support to obtain your own country certification. Catalina Ng is also conform to ASTM standards, and will be certified under LSA category as second certification step.

The things that we want to point out are the very good flying and water qualities of this new aircraft related to very easy handling qualities. Water operations are very simple if compared to standard aircrafts that use floats. Stability in floating is exceptional thanks the aircraft center of gravity height that is only 80 cm from sea level and this allowed us to not use small floats at wing tip as practice! Take off is a non event the only thing pilot have to do is apply power and wait about 150 m at M_{tow} to be airborne! Catalina hull as been tested to waves height till half a meter without problems!

This does not mean that you can use the aircraft in every sea or sky condition but confirm that the

aircraft can afford situations in which the pilot is the limit.

To follow some aircraft data:

Wing Span	m	9.47
Length	m	6.28
Height	m	2.49
Empty weight	Kg	250
M _{tow}	Kg	472.5
V _s @ M _{tow}	Km/h	60
V _c @ M _{tow}	Km/h	120
V _{NE}	Km/h	150
Load factor	G	+4 -2
Endurance with 30' reserve	Hours	4



“New collaboration with Keytec for the distribution of the Streamer F”



Streamer F

The trike meet FlySynthesis

Is the name of a new trike produced by Keitek Srl and worldwide commercialized by Fly Synthesis. This trike has a lot of affinity in relation to Fly Synthesis products for the high level of technology reached and composite construction for structural parts. Keitek is also certified Fly Synthesis supplier from early nineties.

The Streamer is supplied with Hazard wings, produced from 1987 in

thousand pieces and DULV certified, like the trike. There are two versions available 12 S and 15 S models all tower less. This wings are famous in mainland Europe for their performances, high quality construction levels and materials used and least but not last very good flying qualities.

Technical data

Streamer F

Structure:

Steel structure with epoxy/fiberglass composite material fuselage. Main landing gear with Ergal shock absorber bars. Frontal fork with spring cushion shock absorber. Adjustable pedals for pilot requirements. Automatic mast locking system for fast wing installation on trike. Speed fairings on main landing gear, with hi-speed vertical stabilizers.

Braking system: Hydro conical brakes on main landing gear wheels, driven by an hydraulic pump. Parking brake.

Cockpit: Epoxy/fiberglass composite seats, independent and foldable for inspections and easy passenger embarkation. Removable and customizable padding. Aerodynamic Lexan® windshield fixed on fuselage. Comfortable space for the pilot and the passenger.

Engine: Rotax 912 ul engine, mounted on composite structure with shock absorbers, genuine Rotax engine mount and firewall. Epoxy composite 60 liters fuel tank, with internal walls to minimize sloshing of fuel and assure a constant fuel flow. Televel gauge for fuel level with a signal indicating water in the tank. Oil tank inside the fuselage. The only one

with hot/cold filtered air carburetor. Airbox incorporated in the structure.

Instruments: Startup test switches, start key, general switch, AMPtronic GX2 avionic instrument with altimeter, air speed indicator, VSI, CHT (x2), EGT (x2), external air temperature, water temperature, oil temperature, oil pressure, engine RPM, voltmeter.

Optional: Auxiliary fuel pump. Trimming system for Hazard wings Structure Steel structure with epoxy/fiberglass composite material fuselage. Main landing gear with Ergal shock absorber bars. Frontal fork with spring cushion shock absorber. Adjustable pedals for pilot requirements. Automatic mast locking system for fast wing installation on trike. Speed fairings on main landing gear, with hi-speed vertical stabilizers.

Performances with Hazard 12S wing.

Empty weight 170 kg Cruise speed 140 Km/h (87 mph, 76 kts)

MTOW 450 kg Stall speed 65 km/h (40 mph, 35 kts)

Wing Hazard 12s Max Speed 160 Km/h

Wing span 9,80 m Power 80 HP (59,6 kW)

Wing area 12 mq

Streamer F

