COMING SOON

Flight Design CTLS

Rome, Italy

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DESCRIPTION

The Flight Design CTLS is a two-seat, high-wing light-sport aircraft built around a composite airframe, Rotax power and a strong emphasis on efficient cross-country flying. Its combination of a wide cabin, upward-opening doors, extensive glazing and modern avionics gives it a distinctly contemporary character compared with many conventional trainer-derived light aircraft.

The CTLS developed from Flight Design's CT family. Flight Design states that first deliveries of CT-series aircraft began in 1997, while the initials CTLS stand for "Composite Technology Light Sport." The design retains the CT family's high-wing configuration and lightweight composite construction while combining them with a two-seat cabin, fixed tricycle landing gear and equipment intended for touring, training and recreational flying.

Quick facts

Spec

Detail

Type designation

Flight Design CTLS

Configuration

High-wing, two-seat, single-engine light-sport aeroplane

Engine and power

Rotax 912 ULS, 100 hp, in the CTLS LSA configuration described by the operating handbook

Cruise speed

115 kt at 75% power in Flight Design's 2011 US sales specification

Seating

2

Landing gear

Fixed tricycle gear with steerable nosewheel

Airframe construction

Carbon-fiber/aramid composite structure

Propeller

Three-blade composite; exact type and pitch system depend on aircraft configuration

What makes the Flight Design CTLS stand out from other light-sport aircraft?

The CTLS combines the visibility and practical access of a high-wing aircraft with a low-drag composite airframe intended for efficient touring. Flight Design uses carbon-fiber and aramid extensively in the structure, including the fuselage and cockpit safety cell, while the strutless wing keeps the exterior layout particularly clean.

Cabin design is another defining part of the aircraft. Flight Design describes the CTLS as having large upward-opening gull-wing doors, adjustable seating and extensive outward visibility. Two baggage compartments are located aft of the cabin, with the operating handbook specifying a maximum combined baggage load of 50 kg (110 lb), subject to the aircraft's actual weight-and-balance limitations.

The CTLS is relatively light compared with conventional four-seat general-aviation aircraft, and Flight Design itself recommends appropriate transition training for pilots moving to the CT series. The manufacturer points to the combination of low weight, aerodynamic efficiency and responsive controls as characteristics that can make the aircraft feel noticeably different from heavier conventional GA types.

Powerplant, systems and technical highlights

- The CTLS LSA operating handbook specifies the 100 hp Rotax 912 ULS, a horizontally opposed four-cylinder, four-stroke engine using Bing constant-pressure carburetors and dual electronic ignition.
- The Rotax 912 ULS installation uses an integrated 2.43:1 reduction gearbox with a mechanical vibration damper.
- In the 2009 CTLS LSA operating handbook, a friction clutch is identified as optional. Later Flight Design literature lists a slipper clutch with certain CTLS engine configurations, so the installation should be verified for the individual aircraft and production year.
- The CTLS operating handbook lists several certified three-blade composite propeller installations, including adjustable and variable-pitch Neuform and Kaspar-Brändel designs. Propeller specification therefore depends on the individual aircraft configuration.
- The CTLS uses fixed tricycle landing gear with a steerable nosewheel. Flight Design literature describes composite main landing gear with hydraulic disc brakes.
- Avionics vary significantly by year and specification. Flight Design's 2011 US literature offered Dynon instrument arrangements including a dual-display SkyView configuration together with Garmin communication and navigation equipment. Later Flight Design literature also lists Garmin G3X and Dynon SkyView avionics suites.
- The CTLS LSA operating handbook describes a ballistic recovery system as part of the aircraft, and later Flight Design literature lists an airframe parachute as standard equipment. The exact system, service status and replacement intervals should be verified on the individual aircraft.
- Later Flight Design literature lists two wing tanks with a total capacity of approximately 130 litres (34 US gallons).

How it compares

Feature

Flight Design CTLS

Tecnam P92 Echo MkII

Engine

100 hp Rotax 912 ULS in the referenced CTLS LSA configuration

100 hp Rotax 912 ULS2 in the referenced Tecnam specification

Published cruise figure

115 kt at 75% power in Flight Design's 2011 US specification

115 kt maximum cruise in Tecnam's published specification

Fuel capacity

34 US gal in Flight Design's 2011 US specification

25 US gal / 95 L

Maximum baggage allowance

110 lb / 50 kg total, subject to weight and balance

44 lb / 20 kg

Airframe approach

Carbon-fiber/aramid composite construction

Aluminum airframe

Cabin access

Large upward-opening gull-wing doors

Conventional side-door layout

The figures above come from published manufacturer documentation for representative configurations and should not be treated as specifications for every aircraft carrying the CTLS or P92 Echo MkII name. Equipment, engines, propellers, weights and operating limitations can vary by production year, market, certification category and individual aircraft.

Ownership note: A CTLS should be evaluated as an individual aircraft rather than solely by model name. Production-year differences can affect engine installation, propeller type, avionics and other equipment. A pre-purchase inspection should therefore confirm the aircraft's exact engine and propeller installation, avionics configuration, current weight-and-balance data, recovery-system status and compliance with applicable manufacturer maintenance and continued-airworthiness information. Composite structure, landing gear, flight controls, doors, fuel system and electrical installation also deserve inspection in accordance with the applicable Flight Design maintenance documentation.

Exterior and cabin

Exterior

- High-wing configuration with a strutless composite wing.
- Carbon-fiber/aramid composite fuselage construction.
- Fixed tricycle landing gear with a steerable nosewheel.
- Large upward-opening cabin doors and extensive glazing.
- Wing-mounted fuel tanks.
- All-moving stabilator and electrically actuated flaps.

Cabin and cockpit

- Side-by-side seating for two occupants.
- Adjustable seats are listed in later Flight Design equipment specifications.
- Four-point safety harnesses.
- Two baggage compartments aft of the cabin.
- Avionics configurations range from earlier Dynon EFIS/EMS installations to later Dynon SkyView and Garmin G3X-based glass-cockpit packages.
- The central cockpit area accommodates engine, flap and other aircraft controls while leaving substantial panel area available for flight and engine instrumentation.

Who is the Flight Design CTLS for?

The CTLS is particularly relevant to pilots looking for a two-seat aircraft that combines light-sport operating characteristics with useful cross-country performance. Its high-wing layout, large cabin doors, composite

construction and published 115-kt cruise figure make it well suited to recreational touring as well as training applications where the operator can support the aircraft's type-specific maintenance requirements.

It can also appeal to owners who value modern glass avionics and a relatively large baggage allowance for a two-seat light aircraft. However, buyers should not assume that every CTLS has the same engine accessories, propeller, avionics or other equipment simply because the aircraft share the same model designation.

Good fit if...

Worth a second thought if...

You want a two-seat high-wing aircraft with efficient cross-country performance.

You regularly need more than two seats or the loading flexibility of a larger aircraft.

You value composite construction, broad visibility and modern avionics options.

You expect every CTLS to have an identical engine, propeller and panel configuration.

You have access to maintenance support familiar with Rotax engines and Flight Design aircraft.

Local maintenance support has little experience with composite light-sport aircraft or Flight Design documentation.

You want useful baggage capacity for two-person touring.

Your typical missions require substantial bulky cargo or rough-field utility.

The Flight Design CTLS is best understood as a family of lightweight, composite two-seat aircraft whose exact specification depends on production year and individual configuration. The core formula remains consistent: a high wing, composite structure, Rotax power and an emphasis on visibility, efficiency and practical two-person travel. For a prospective buyer, the key is to identify the exact aircraft configuration rather than assuming that every published CTLS specification applies universally.

SPECIFICATIONS

General Information

Model	**Flight Design CTLS**

Engine & Power Systems

Engine Type	**Rotax 912 ULS, 100 hp, carbureted four-cylinder four-stroke**
Propeller Type	**Configuration-dependent three-blade composite adjustable or variable-pitch propeller**

Avionics & Equipment

Avionics	**Configuration-dependent; later examples commonly use Dynon SkyView glass displays with Garmin communication/transponder equipment**

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR

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