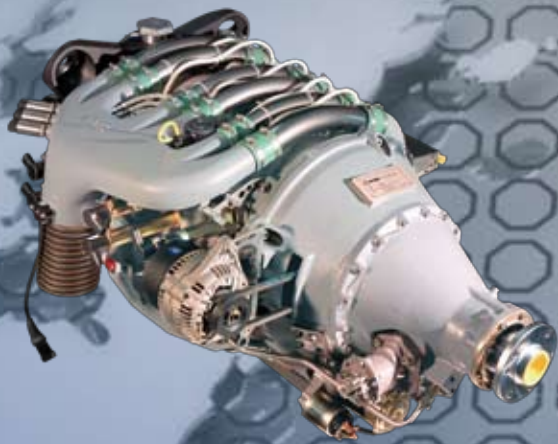




The rotary engine for 21st century general aviation G-360TS

All engines in the MISTRAL G-series (Gasoline) are delivered with a complete dual-channel DEM system (two ECUs, dual electric fuel pumps, wiring harnesses, engine instrument display).

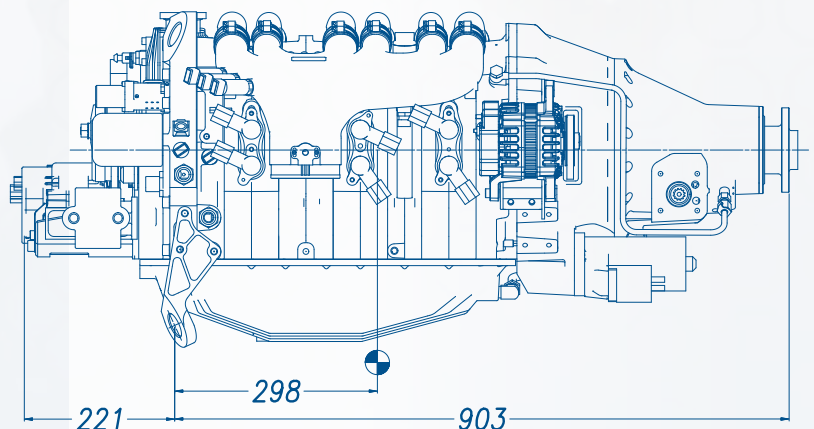
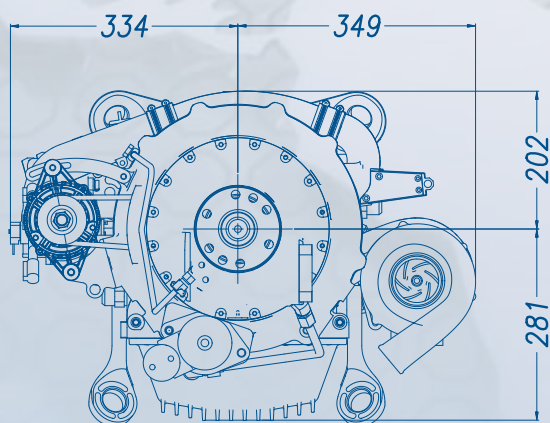
They provide accessory drive pads for a hydraulic constant-speed propeller governor, dual alternators, vacuum pump and AC compressor.



Engine type	Turbocharged rotary
Number of rotors	3
Displacement	3x654cc (3x39.9 cu.in.) per rotor
Cooling	Coolant: water / ethylene glycol Coolant heat load: 90kW / 309kBTU/hr Oil heat load: 44kW / 150kBTU/hr Intercooler load: 22kW / 76kBTU/hr
Engine management	Fully redundant dual-ECU digital control
Fuel system	Dual electronic injection Dual electric fuel pumps
Recommended fuel	100LL Avgas Unleaded auto gasoline (US: 90, Europe: 95)
Propeller speed	6-pinion planetary, ratio 2.8235:1
reduction unit (PSRU)	Hydraulic CS propeller governor drive
Propeller rotation	Tractor configuration: clockwise Pusher configuration: anti-clockwise
Max. take-off power	360 hp @ 2,250 propeller rpm (5 mn limit)
Max. continuous power	320 hp @ 2,150 propeller rpm
75% cruise power	270 hp @ 2,000 propeller rpm or below
Weight ¹	190 kg / 420 lbs
Dual alternators	14V 70 Amp or 28V 40A

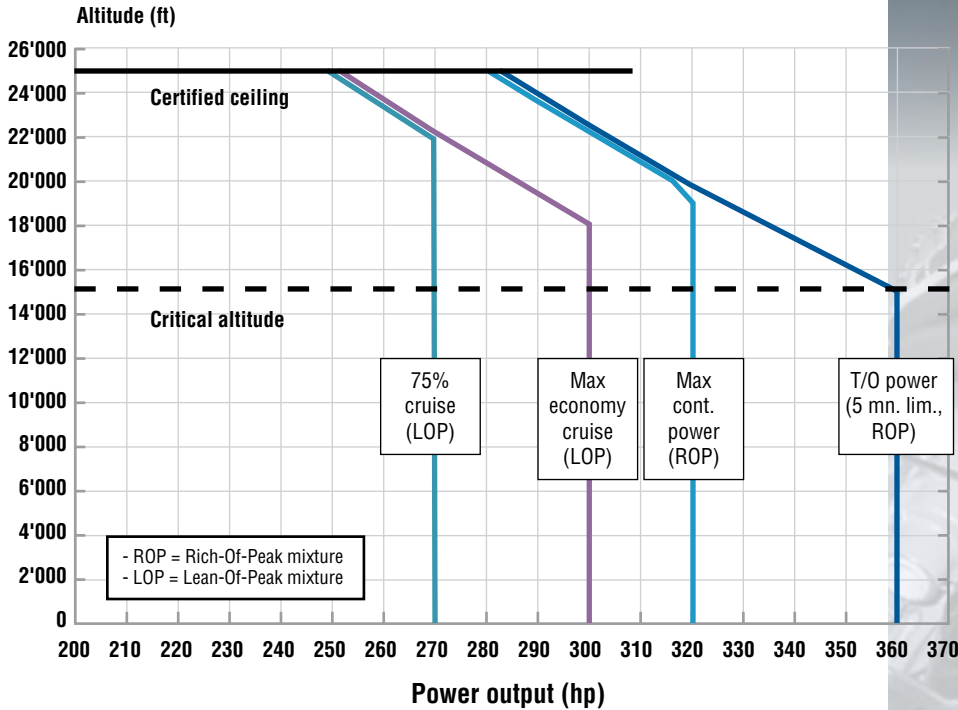
1) Dry engine, PSRU weight including starter, main alternator included

The MISTRAL Engine is available in two and three-rotor versions, either normally aspirated or turbocharged, with take-off power ratings of **200 hp**, **230 hp**, **300 hp** and **360 hp** respectively. Each model is available also in helicopter version.



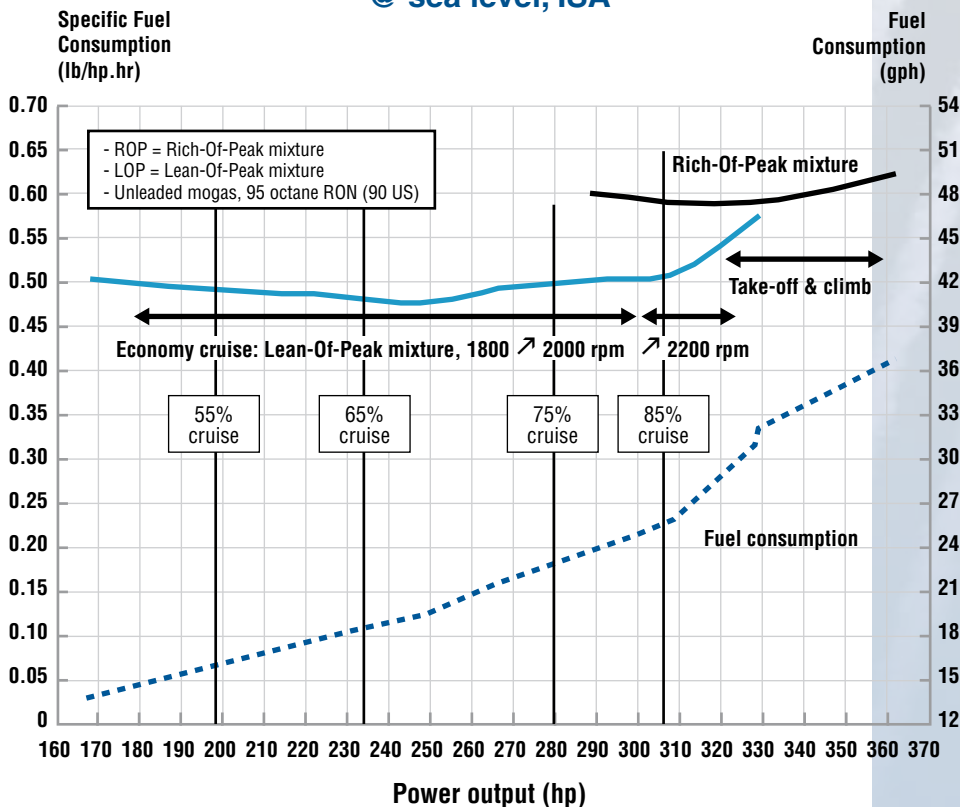
Power at altitude

Specification data



Fuel consumption vs power @ sea level, ISA

Projected data



MISTRAL Engines SA
 Headquarters
 37, ch. J.-Philibert-De-Sauvage
 CH-1219 Vernier/Geneva
 Switzerland
 Tel: +41 22 795 84 00
 Fax: +41 22 795 84 19

sales@mistral-engines.com
www.mistral-engines.com