DORNIER

SEASTAR

THE WORLD'S MOST ADVANCED AMPHIBIOUS AIRCRAFT


D-ISEA

THE WORLD'S MOST ADVANCED AMPHIBIOUS AIRCRAFT

The Seastar provides the fastest cruise speeds, the most comfortable cabin and greatest reliability of any amphibious aircraft available.

Building on a heritage of 100 years of flying boat design, development and engineering, the Dornier Seaplane Company proudly presents the all-composite **Dornier Seastar CD 2**.

RELIABLE AND SAFE

The in-line engine configuration eliminates the possibility of asymmetric thrust in the event of an engine failure. The unique over-wing placement reduces the possibility of foreign object damage (FOD) and water ingestion into the engine intakes and propellers.

MOST LUXURIOUS CABIN IN ITS CLASS

Comfortable seating and a spacious cabin with large windows and ample storage assures our passengers of a comfortable ride and an enjoyable experience.

POWERFUL PRATT & WHITNEY TURBOPROP ENGINES

The powerful PT6A-135A Pratt & Whitney turboprop engines provide Seastar with 1300 horsepower, allowing the aircraft to become airborne quickly with a take-off run of only 2,500 feet on water and 1,850 feet on land.

The fully-reversible engines provide Seastar with a landing distance of 2,480 feet on water and 2,250 feet on land. The integrated-hull design reduces drag, provides greater fuel efficiency and increases Seastar's payload/range significantly over float-equipped aircraft. Seastar has a maximum cruise speed of 180 KTAS, yet a stall speed of only 69 KIAS.

ALL-COMPOSITE, CORROSION FREE

Lower maintenance costs are one of Seastar's most important benefits. Aircraft operating on or around water, especially saltwater, are extremely susceptible to corrosion which weakens metal structures. Other aircraft are made from aluminum, so the airframe and skin corrode over time, resulting in costly maintenance and extensive down time.

Seastar is all-composite, effectively making it corrosion free. According to Conklin and deDecker, the total maintenance cost per flight hour of the twin-engine Seastar is 5% less than the single-engine Caravan on floats, and 40% less than the Twin Otter on floats – a maintenance-per-seat mile cost that is 2/3 the cost of either aircraft.

With lower maintenance costs, greater reliability and less down time, the Seastar will retain a much higher residual value than aluminum aircraft.


D-IS

THE PERFECT COMBINATION OF UTILITY AND COMFORT

The Seastar is an FAA and EASA certified amphibian and is the perfect combination of utility and comfort making it ideal for commercial, governmental or personal use. A true flying boat, Seastar can operate in seas twice as high as typical float planes.

Certified for single-pilot operations, the versatile Seastar is designed to allow the landing gear to be lowered while the aircraft is in the water, giving the owner the ability to provide land-based operations from runways, ramps and docks.

Seastar is truly the ultimate amphibious aircraft.

EXCEPTIONAL VERSATILITY

Seastar is the only new aircraft in the world that gives you the utility and thrill of landing on isolated lakes, ocean bays and island coves, while still allowing you to ride in spacious comfort.


D-ISEA

SUPERIOR COMFORT

In comparison to the leading turboprop float planes, Seastar's exceptional design, performance and quality are evident. By every important measure – speed, range, safety, cabin size, lower maintenance cost per flight hour, lower operating cost per seat mile – **Seastar is exceptional.**

LUXURIOUS CABIN

The Seastar's comfortable cabin features more shoulder and leg room than any aircraft in its class. It features flexible seating arrangements for six to twelve passengers. The luxurious executive interior offers ergonomically-designed seating and an optional fully-enclosed lavatory.

With a choice of premium quality leathers, fabrics, wood veneers and metal plating, you can create an interior that suits your individual taste and provides you and your passengers an elegant, comfortable ride to your destination. Passengers have in-flight access to storage and closet space, allowing you to retrieve items or belongings as needed.

For commuter or other higher density operations, the Seastar offers comfortable seating for up to twelve passengers.


IDLE
BETA
REVERSE
PROP
HIGH RPM
FEATHER
FRICTION
CONDITION
FE RE
HIGH IDLE
CUT OFF
AILERON
RUDDER
TRIM
CAUTION

ADVANCED COCKPIT DESIGN AND PERFORMANCE

The Seastar's advanced avionics feature a three tube, flat screen LCD display for reduced pilot workload and enhanced safety. Seastar is also certified for day/night VFR and IFR operations.

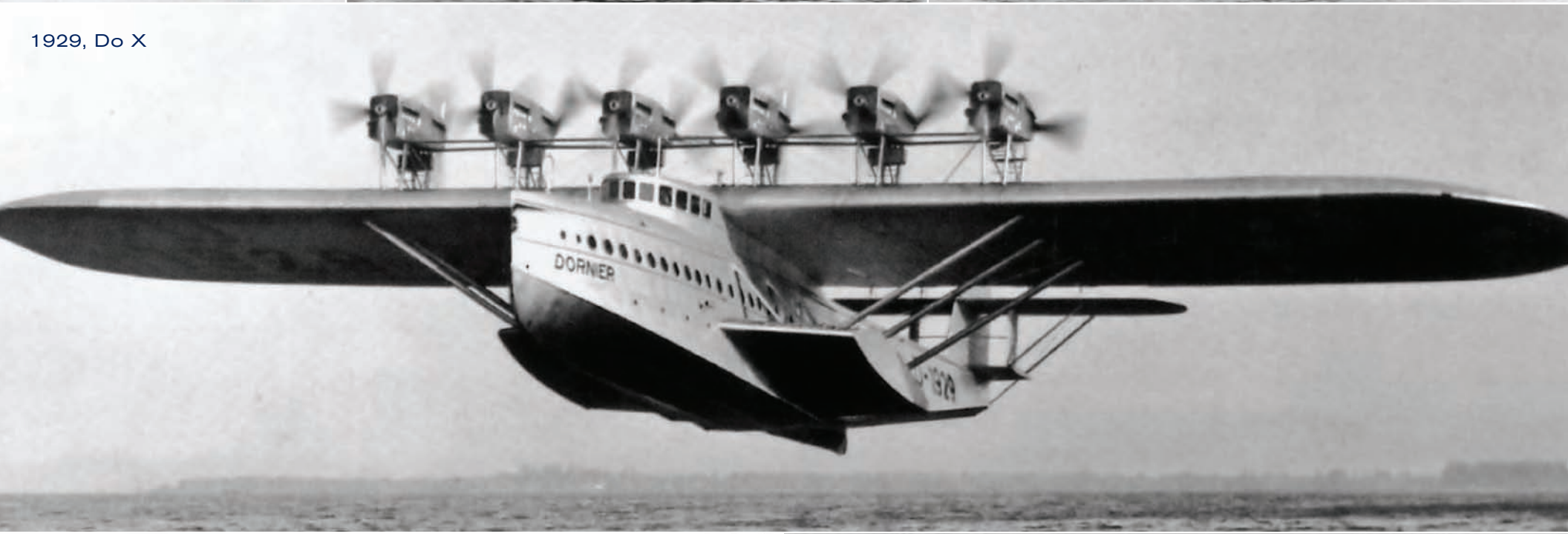
The Seastar CD-2 is purposely designed for the mission it flies. Its integrated-hull flying boat design reduces drag and provides the aircraft with a considerable speed advantage. With a maximum cruise speed of 180 KTAS, the Seastar is 40–60 knots faster than its competition.

1920, Libelle

1922, Wal

1927, Superwal

1929, Do X



1938, Do 24

1938, Do26

DORNIER HERITAGE

In the early 1900s, Claudius Dornier began working with Count Zeppelin and the seeds for a family tradition in aviation were sown. The Dornier name was first associated with aircraft production in 1914 when Claudius built the RSI metal flying boat. Over the lifespan of the company, Dornier produced more than 100 designs for both the civil and military markets and manufactured over 10,000 aircraft of which over 1,000 were flying boats.

Dornier rose to prominence in the 1920s and 1930s as a manufacturer of large, all-metal flying boats, including the 1924 Wal and the 12 engine Do-X. The company also built a series of successful land planes, including the Komet and Merkur that were used by Lufthansa and other European carriers. Among Dornier's many technological innovations:

- First all metal aircraft.
- Do-X flying boat – The world's first intercontinental passanger transport aircraft.
- Do-31 – The world's only jet transport aircraft capable of vertical take-off and landing.

After 1955, Dornier built many successful aircraft types including the Do-27, Do-28, Do-228, Do-328 and the Alpha Jet.

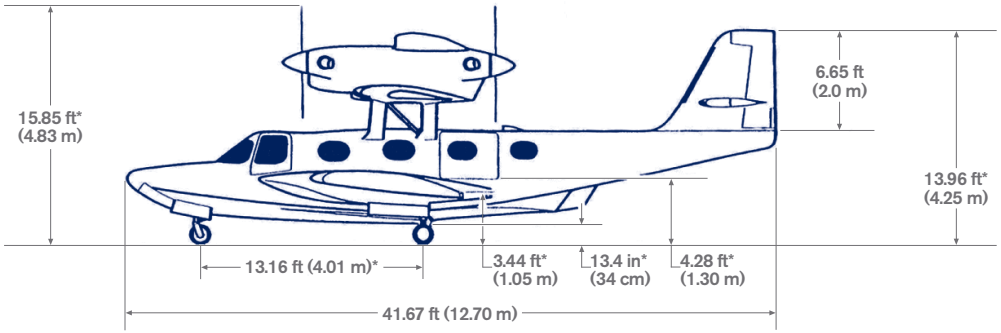
Seastar History: Seastar is the latest member of the "Wal" family of flying boats that ranged from the two-seat Libelle to the 169-seat Do-X. Seastar, conceived by Claudius Dornier Jr., represents the culmination of decades of Dornier experience and technological innovation in the design, production and operation of flying boats. Conrado Dornier, son of Claudius Dornier Jr., and his family are the primary owners of the Dornier Seaplane Company and he serves as Company Chairman.

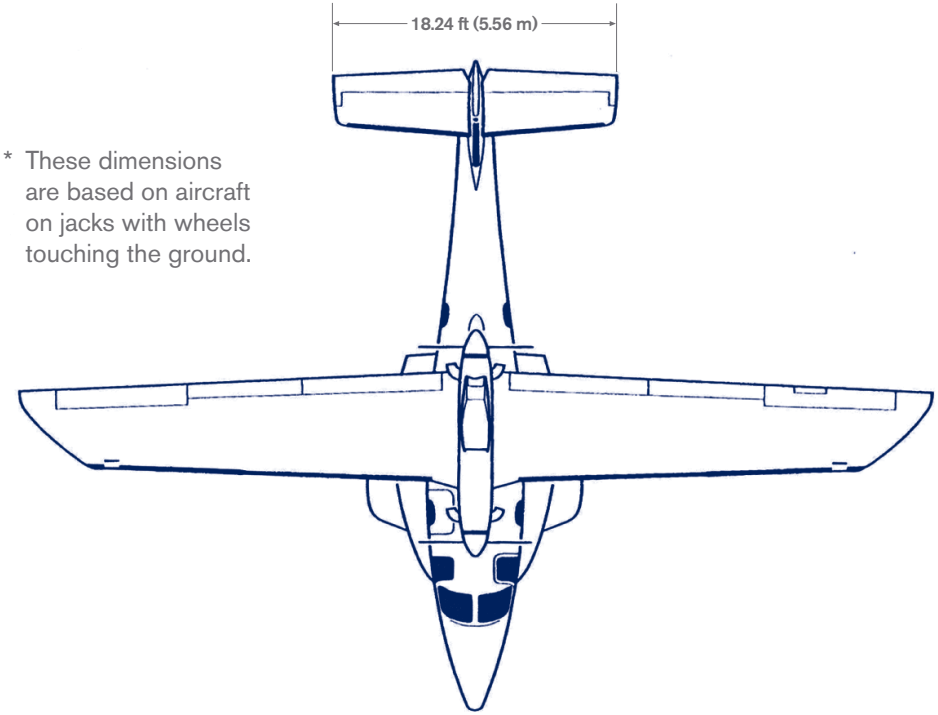
During the initial design, the primary goal was to create a radical new amphibious aircraft that would overcome the two essential shortcomings of the existing flying boat fleet: corrosion and structural leakage. After the development of the prototype, Conrado Dornier took over the program from his father and managed its development through to the issuance of the type certificates by both the European (EASA) and the U.S. (FAA) aviation authorities, thus obtaining the first type certificate for an all composite commercial aircraft.

Claudius Dornier

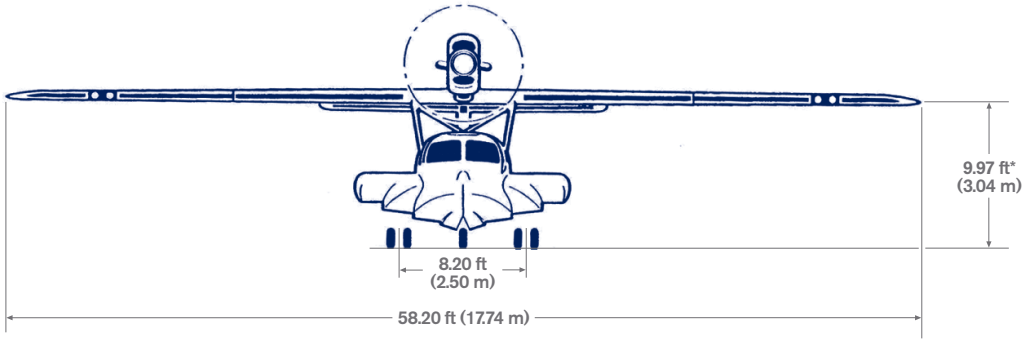
Claudius Dornier Jr.

Conrado Dornier





* These dimensions are based on aircraft on jacks with wheels touching the ground.



SEASTAR CD 2

GENERAL AIRCRAFT SPECIFICATIONS

ENGINES

Manufacturer	Pratt & Whitney Canada
Model	PT6A-135A
Shaft-Horsepower per Engine	650 (Flat Rated)

PROPELLERS

Manufacturer	McCauley
Number of Blades	4

EXTERNAL DIMENSIONS

Wing Span	58.2 ft (17.74 m)
Length	41.67 ft (12.70 m)
Height	15.85 ft (4.83 m)
Wing Area	329 ft^2 (30.60 m^2)

INTERNAL DIMENSIONS

Cabin Length	13 ft 1 in (4.00 m)
Cabin Height	4 ft 6 in (1.40 m)
Cabin Width	5 ft 4 in (1.65 m)
Total Cabin Volume (Incl. Baggage)	348 ft^3 (9.84 m^3)

ACCOMMODATIONS

Crew Seats(One Pilot Required)	2
Passenger Seats	12
Baggage Capacity	397 lb (180 kg)

WEIGHTS

Basic Empty Weight	7,250 lb (3,289 kg)
Maximum Ramp Weight	10,251 lb (4,650 kg)
Maximum Takeoff Weight	10,141 lb (4,600 kg)
Useful Load at Ramp	3,001 lb (1,361 kg)
Maximum Landing Weights	Land 9,920 lb (4,500 kg)
	Water 10,141 lb (4,600 kg)

FUEL CAPACITY

Useable	418 U.S. gal (1,582 l)

SPEEDS

Maximum Cruise Speed	180 KTAS
Stall Speed (Landing Configuration)	69 KIAS

RATE OF CLIMB

Two Engines at MTOW	1300 ft/min (396 m/min)
One Engine at MTOW	490 ft/min (149 m/min)

CEILING

Maximum Operating Altitude	15,000 ft (4,572 m)

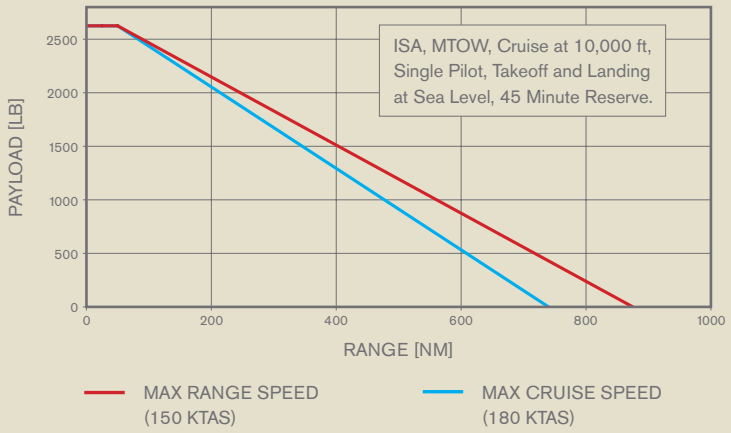
TAKE-OFF DISTANCES

Sea Level, ISA, Over 35 ft. (10.66 m) Obstacle	Land 1850 ft (564 m) Water 2500 ft (762 m)

LANDING DISTANCES

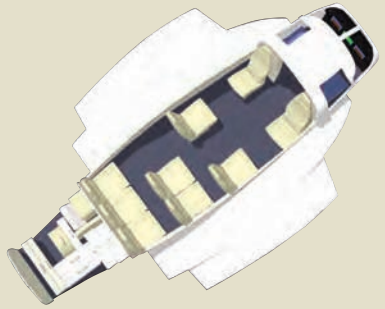
Sea Level, ISA, Over 50 ft. (15.24 m) Obstacle	Land 2250 ft (686 m) Water 2480 ft (756 m)

ESTIMATED PAYLOAD RANGE DIAGRAM



AVAILABLE AIRCRAFT CONFIGURATIONS

STANDARD INTERIOR

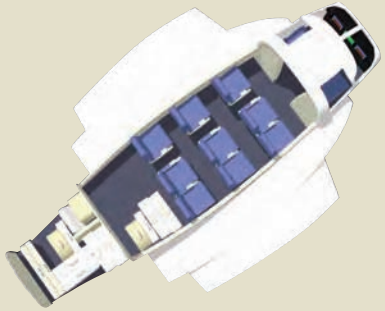


9 PASSENGER

LUXURY INTERIOR W/LAV

6 PASSENGER

ALASKAN INTERIOR



9 PASSENGER

HI-DENSITY INTERIOR

12 PASSENGER

DORNIER

DORNIER SEAPLANE COMPANY INC.
DORNIER COMPAGNIE D'HYDRAVIONS INC.

1-800-590-9667
www.dornierseaplane.com