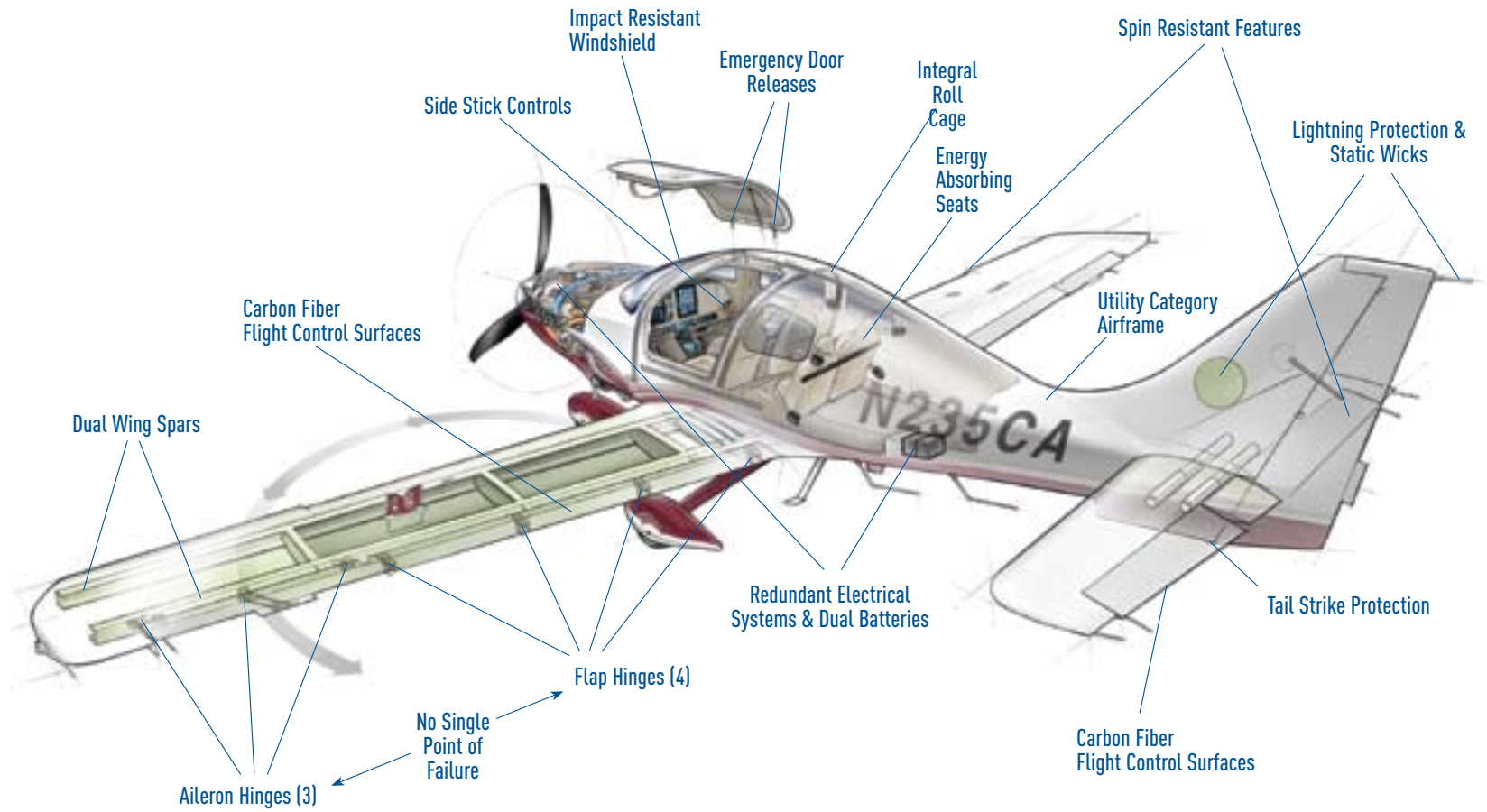


SAFETY BY DESIGN



See reverse side for complete details.

INTEGRAL ROLL CAGE

Modern aircraft (those certified to stringent FAR, Part 23 Certification standards after 1978) are required to have roll-over protection in order to improve occupant safety. The integral roll cage on the Cessna 350 and 400 is a carbon fiber structure that is stronger than aluminum.

BENEFIT: Improved occupant safety.

EMERGENCY DOOR RELEASES

Cessna 350 and 400 aircraft are designed with an emergency door release mechanism that enables first responders to quickly remove the entire door from its attachment points if the aircraft were to come to rest inverted.

BENEFIT: Rapid rescue access for first responders.

DUAL WING SPARS

Certified to the much higher G loading of the Utility Category, each wing spar is capable of supporting the full load limits of the aircraft. Additionally, one spar fore and one aft of the fuel cells help protect against rupture.

BENEFIT: Utility Category strength and improved fuel cell protection.

REDUNDANT ELECTRICAL SYSTEMS & DUAL BATTERIES

The Cessna 350 and 400 have two electrical systems of equal capacity that can start and run all standard systems independently with two 60-amp alternators and two 15-amp-hour batteries. In the event of an alternator, battery or electrical bus failure, the second system will safely power all standard systems without forcing the pilot to shed electrical load.

BENEFIT: Fully functional and completely redundant emergency back-up system.

SPIN RESISTANT FEATURES

The Cessna 350 and 400 feature an integral leading edge wing cuff, rudder limiter and elevator features that provide docile, predictable low-speed handling characteristics with full aileron authority – even at stall speed. And with the highest wing loading in its class, the Cessna 350 and 400 provide the most stable ride in turbulence.

BENEFIT: Docile low-speed and stable high-speed handling characteristics.

ENERGY ABSORBING SEATS

Cessna 350 and 400 crew and passenger seats are designed to withstand a vertical load of 19Gs and a horizontal load of 26Gs. When combined with the proprietary three-point occupant restraint system, lower loads are transmitted to the occupant than would be the case with a typical four-point harness.

BENEFIT: Improved occupant safety.

SIDE STICK CONTROLS

The unique side stick controls of the Cessna 350 and 400 are a hallmark of modern design and safety. All control movements pivot around a single point.

BENEFIT: Unobstructed view of instruments and improved survivable space between the occupant and panel.

IMPACT RESISTANT WINDSHIELD

More than simply providing panoramic visibility, on Cessna 350 and 400, the windshield is a structural element using .312" thick acrylic designed to help protect occupants.

BENEFIT: Increased cabin strength and sound proofing.

TAIL STRIKE PROTECTION

The Cessna 350 and 400 are designed with built-in protection against an inadvertent tail strike.

BENEFIT: Added measure of airframe protection.

CARBON FIBER FLIGHT CONTROL SURFACES

All Cessna 350 and 400 flight control surfaces are made from carbon fiber for superior strength and light weight. The Cessna 350 and 400 use control rods to manipulate the ailerons and elevator. The rudder control cable is encapsulated in two sleeves that are not susceptible to stretching and do not require tensioning adjustments.

BENEFIT: Positive control feel and responsiveness.

UTILITY CATEGORY AIRFRAME

Certified to Utility Category standards, the Cessna 350 and 400 are constructed using liberal amounts of carbon fiber composite because it can provide up to three times more strength for a given weight than traditional materials. Cessna 350 and 400 fuselage thickness ranges from .25"-.75".

BENEFIT: Enhanced structural integrity makes the Cessna 350 and 400 the only composite aircraft to qualify for an unlimited airframe life limit.

NO SINGLE POINT OF FAILURE

Cessna 350 and 400 airframes are redundant in as many ways possible. For instance, ordinary aircraft have only two aileron attachments – losing one could make controlling the aircraft impossible. Each Cessna 350 and 400 has three rudder attachments, three attachment points per aileron and four attachment points per flap.

BENEFIT: No single point of failure.

LIGHTNING PROTECTION & STATIC WICKS

100% of Cessna 350 and 400 surfaces (fuselage, wings and flight controls) are covered with lightning mesh to effectively and safely dissipate the adverse effects of a lightning strike. Consequently, Cessna 350 and 400 have earned the same lightning certification as all metal aircraft. Static wicks on the trailing edge of the wings and elevator allow static build-up to be discharged safely without affecting avionics functionality or disrupting other electrical systems.

BENEFIT: Lightning's intense heat and electrical charge is dissipated across the entire airframe surface. Static electricity has a safe release path from the aircraft.