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Performance data summary

KFA Xpedition 4 Aircraft

"For Where the Pavement Ends and Adventure Begins"

Introduction

The KFA Xpedition 4 is a conventional design, single engine, strut-braced, high-wing, four place four door aircraft constructed from of a combination of tube, fabric, aluminium and composite materials. The aircraft is only be available in the taildragger configuration.

The Rotax 916iS version will be limited to a MTOW of 1050kg. The useful load will remain unchanged due to the lower installed weight of the engine and propeller.

Control inputs are via a joystick and rudder pedals. The elevator, aileron, rudder are operated via push-pull dual Bowden cables. Flaps are operated via a push-pull tube system. The aircraft is characterized by conventional ailerons and fowler type flaps.

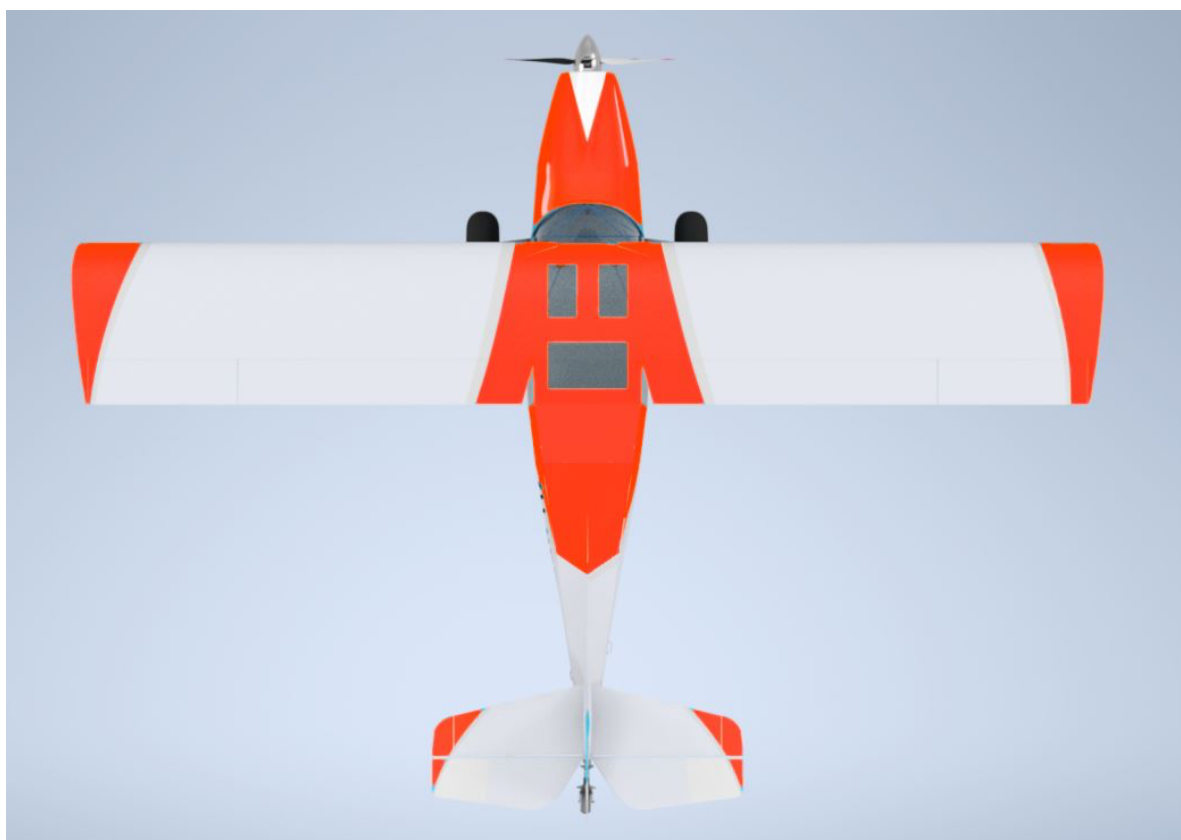
Various engines, propellers and avionics combinations can be installed into the aircraft. Engine options range from 160hp - 380hp

Preliminary Predicted Performance and Technical data

Certification Basis		The KFA Xpedition 4 design is based on the stipulations as set out in FAR 23 as applicable and the SACAR and SACATS part 24 for NTCA (Amateur build and Production build) aircraft. The aircraft should qualify and conform with the proposed MOSAIC rules to be published in the USA.
Loads	Limit load	+3.8g
	Ultimate load	-1.9g +5.7g -2.85g
Engine	Make/ Model	Rotax 916iS (smallest engine), Lycoming, Continental, Delta Hawk, Adept, UL-Power or Flyben.
Fuel Type (Planned)	Operation	Jet A, Avgas, Mogas up to 10% ethanol
	HP range	4-stroke
	Max combined engine and propeller weight	160hp - 380hp
	Maintenance parameters	240kg (530lbs) depending on centre of gravity. Consult manufacturer in this regard
Propeller	Type	As per Engine Manufacturers specifications
(Planned)	length blades	FP Propeller 3 blade Hydraulic CS(Rotax) or other propellers as per engine manufacturer
		75 – 86" as per engine manufacturers specifications 3 - 6 blade fixed, constant speed, inflight adjustable (Electric or Hydraulic) or full Automatic
Fuel	Consumption (L/hour) Cruise Fuel Type	25 – 50 (6.6gal/hr – 13.2gal/hr) depending on engine and prop combination
		Avgas, unleaded, any fuel recommended by engine manufacturer. Ethanol up to 10% can be used with the composite tanks.
Seat	Tank capacity (l)	210 (55,4gal) (Aux tanks available)
	Endurance / Hours	4 - 10 no reserve (depending on engine and prop)
	Seating capacity	4
	Construction - front Rear	Side by side – individually adjustable
		Side by side – bench (foldable)

Occupant weights		Front per seat – 130kg (287lbs) (260kg (573lbs) combined)
Undercarriage	Tail dragger	Rear per seat – 75kg (165lbs) (150kg (331lbs) combined)
		Tail wheel steering via extended rudder link, KFA, Matco 6" & 8", Maule or T3 tail wheel assembly
	Brakes & wheels	Main legs - KFA Buffalo
		Matco, Beringer or KFA hydraulic disc brakes 6, 8, 10 or 15" rims
	Tyres	Main: 8.50 x 6, 26 x 6, 29 x 6, 31 x 6. 27,5 x 8, 35 x 6, 31 x 10, 32x15 or 35 x 15.
		(Aero classic, Airstreak, Alaskan Bushwheels or up to 35" UTV)
		Tail: 6" & 8" pneumatic. (Matco, Maule, KFA etc)
Wings	Construction	6061-T6 aluminium I-beam, birch ply ribs or aluminium ribs.
	Tanks	Fabric covered or combination of carbon, fabric and alliminium Composite
	Leading edges	Carbon
	Wing tips	Carbon
	Wing Area	17m ²
Fuselage	Construction	Welded steel tube, truss
	Flap	Aluminium spar, carbon skin, push-pull tube activated
	Trim	Electrically activated elevator trim tab
	Note:	All measurements refer to hinge line rotation
Covering	Fuselage	Fabric covered
	Wings	Carbon LE, Carbon TE, Carbon Ailerons, Carbon Wing tips and Carbon Flaps. Aluminium top and bottom skin
	Dopes/ paint	Polyfibre system, Classic aero system. FAA approved systems
Air speed limits.	Vne	165
EAS (knots)	Max level speed	145
(Sealevel)	Manoeuvring	110
	Max flap full extend	80
	Cruise	70 – 130 KIAS in standard conditions at sea-level
		110KIAS expected with Rotax 916iS @ 80% power
		135KTAS at 7000ft with Rotax 916iS
	Stall (Calculated)	54 (clean) at 1150kg (2535lbs)
	Stall full flap	40
Take-Off (m)	Ground run	150
(Sea level)	Over 50 ft obstacle	350
Landing	Ground run	150
	Over 50 ft obstacle	350
Dimensions (m)	Length	7,4
	Wing span	10
	Wheel base	1.85
Weight(kg)	MTOW	1150kg (2535lbs) (MTOW depending on MOSAIC) Testing up to 1200kg (2645lbs)
	Empty	550-650kg (1213lbs – 1433lbs)
	Useful load	550-450kg (1213lbs – 992lbs)
	Baggage	20kg unfolded rear seat (44lbs)
		150kg folded rear seat (330lbs)
	Min Pilot weight	55 kg (121lbs)
	Max Pilot weight	130kg (286lbs)
Centre of Gravity range.	Forward limit. % of cord	16 %
	Forward limit - mm from datum	272 mm (10.71")
	Aft limit. % of cord	33 %
	Aft limit - mm	561 mm (22.09")
	Datum	Wing leading edge
	Levelling means	Front to rear roof truss, level





Aircraft designers: Stefan Coetzee
Manufacturer - Kitplanes for Africa (Pty) Ltd – AMORG - M715

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