

E-350 **EXPEDITION**

# THE KING OF PAYLOAD AND PERFORMANCE



# TECHNICAL SPECIFICATIONS

## E-350 EXPEDITION

**GROSS WEIGHT**  
Standard  
Model FBA-2C3

**GROSS WEIGHT**  
Turbo  
Model FBA-2C3T

> WEIGHT AND BALANCE				
Maximum Take-Off Weight (MTOW)	3,800 lb	1,724 kg	3,800 lb	1,724 kg
Basic Empty Weight*	2,300 lb	1,034 kg	2,400 lb	1,089 kg
Useful Load	1,500 lb	680 kg	1,400 lb	635 kg
> SPEEDS				
Cruise Speed (True Air Speed)	156 ktas	289 km/h	170 ktas	315 km/h
Cruise Altitude	8,000 ft	2,438 m	20,000 ft	6,096 m
Stall Speed	54 kcas	100 km/h	54 kcas	100 km/h
> RANGE				
Max Range	750 nm	1,389 km	798 nm	1,478 km
Max Endurance	6.5 hrs		6.5 hrs	
Fuel Capacity (useable)	98.3 US gallons	372 litres	98.3 US gallons	372 litres
Payload at Max Fuel	900 lbs	408 kg	800 lbs	363 kg
> TAKE-OFF AND LANDING PERFORMANCE				
Take-off Roll at Sea Level	775 ft	236 m	777 ft	237 m
Take-off 50 (ft) Obstacle at Sea Level	1,286 ft	392 m	1,297 ft	395 m
Landing Ground Roll at Sea Level	608 ft	185 m	608 ft	185 m
Landing Distance from 15 m (50 ft)	1,478 ft	450 m	1,478 ft	450 m
> CLIMB				
Rate of Climb at Sea Level	1,091 fpm	333 mpm	1,058 fpm	322 mpm
Rate of Climb at 5,000 feet	835 fpm	255 mpm	1,000 fpm	305 mpm
> NORMAL LOAD FACTORS				
Wing Loading	20.5 lbs/ft <sup>2</sup>	100 kg/m <sup>2</sup>	20.5 lbs/ft <sup>2</sup>	100 kg/m <sup>2</sup>
Power Loading	12.1 lbs/shp	5.5 kg/shp	11.9 lbs/shp	5.4 kg/shp
> ENGINE				
Engine	Lycoming IO-580-B1A		Lycoming TIO-540 AH1A	
Horsepower	315 hp @ 2700 rpm		300 hp @ 2500 rpm	
> FEATURES				
Seats	5, including pilot			
Cabin Doors	4			
Cabin Width	53 in	1.35 m		
Cabin Height	50 in	1.27 m		
Cabin Length	114 in	2.90 m		
Wingspan (ft)	38' 2 in	11.63 m		
> FLOATS				
Seaplane Aerocet 3500L (MTOW)**	3,800 lb	1,724 kg		
Amphibious Aerocet 3400 (MTOW)***	3,775 lb	1,712 kg		

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The FBA-2C3 Expedition E-350 is only approved for the above floats

\*\*They do not have any retractable wheels and therefore can only operate on water.  
\*\*\*Equipped with retractable wheels which means they can operate off water or land.

\* Basic Empty Weight is complete aircraft, without optional equipment, but including engine oil and unusable fuel.

† The cabin length is 114 in (2.90 m) with the co-pilot seat removed; for carrying oversized items. An additional 14" (0.36 m) may be obtained by removing the co-pilot rudder pedals.

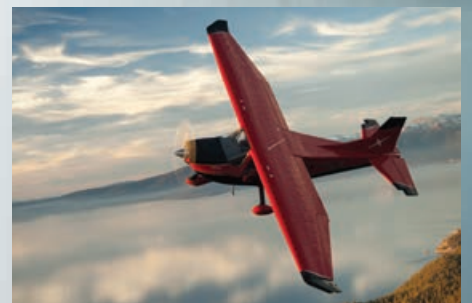
## THE ULTIMATE GO-ANYWHERE, DO-ANYTHING AIRCRAFT.

The E-350 Expedition is the only true five seat cross-country aircraft on the market. Its industry leading useful load and fast cruise speed offers over 750 nm of range with pilot, passengers, baggage and full fuel. While other aircraft must compromise fuel and range for passengers, only the E-350 gives you the ability to go the distance without making multiple stops for fuel or offloading passengers or cargo.

The E-350 amphibian is also the leader in its class for useful load and performance. Not only does it out-perform and out-haul any piston amphibian on the market, but most landplanes as well. It is the only amphibious aircraft on the market that can effectively haul four passengers and baggage for long cross-country trips. Float attachment points are standard on every E-350, so installing floats is simple and inexpensive.



**What puts the Expedition above and beyond any other aircraft is its ability to haul large loads effectively and effortlessly.**



# PERFORMANCE. THE EXPEDITION IS BUILT TO PERFORM!

The Expedition comes standard with many performance modifications that are usually only available as an aftermarket upgrade. It is powered by a high performance Lycoming IO-580 engine which produces a best-in-class 315 horsepower.

The Expedition comes standard with an advanced STOL kit, which includes wingtip extensions, vortex generators and large fowler flaps for best-in-class take-off performance and a low stall speed.

The Expedition has a relatively fast, low drag design. Its cantilever wing means no wing struts that significantly reduce cruise speed. The Expedition also has a large tail that offers excellent responsiveness, especially at slower speeds.



# RUGGED CONSTRUCTION AND SAFETY. EVERY EXPEDITION IS BUILT TOUGH.

THE EXPEDITION IS FITTED WITH RUGGED TRICYCLE GEAR WHICH IS BUILT SPECIFICALLY FOR BACKCOUNTRY FLYING AND ATTACHES DIRECTLY ONTO THE STEEL TUBE FRAME.



Passengers in its large cabin are protected by an extensive steel tube frame for maximum protection and safety. Both cabin and cowl skins are manufactured from lightweight carbon-fiber and advanced composites. However, the wing and tail are still made using traditional riveted aluminum skins for easy maintenance and repairability.



Safety is a very important part of the E-350 design including standard four-point harnesses for both pilot and co-pilot seats. Four doors that open 180 degrees, regardless of the flap setting come equipped with simple latch mechanisms for quick and easy egress of all passengers.



Incorporating Garmin's state-of-art G500/600 avionics panel.

Visibility from all seats of the E-350 is exceptional and superior to all similar aircraft.

# E-350 EXPEDITION

PERFORMANCE, VERSATILITY AND RUGGEDNESS IS WHAT THE E-350 EXPEDITION IS ALL ABOUT. WITH ITS 315 HORSEPOWER ENGINE AT YOUR BECK AND CALL, NOTHING COMES CLOSE TO THE TAKE-OFF PERFORMANCE OF THE E-350.

The heavy duty landing gear is just as comfortable on an asphalt runway as it is on a rugged, backcountry airstrip. With its ability to carry over 1500 lbs, take-off and land in short distances, coupled with its high cruise speed, long range and endurance, no other aircraft can match the versatility of an Expedition.

## Versatility

The E-350 Expedition is one of the most versatile aircraft on the market. Its five seat design coupled with industry leading useful load and full fuel payload means friends and baggage are rarely left behind. Its unique four door design, including two large rear cabin doors, allows for easy loading/unloading of people and cargo.

The Expedition offers the widest cabin in its class (53 inches) along with superior cabin volume. Each individual rear seat can be removed quickly and stored easily, adding to the Expedition's versatility. The Expedition's rear cabin can accommodate anything from dirt bikes, kayaks, surf boards, skis to other large or bulky cargo.

The E-350's true versatility is where you can use it. It is essentially three types of aircraft in one design: a cross-country cruiser, a rugged backcountry bushplane, or a high-performance floatplane. Its rugged landing gear and STOL performance allows the Expedition to operate out of almost any airstrip. Every Expedition comes standard with float attachment kits, so the E-350 can easily be turned into a big payload, high-performance floatplane.

## Choice of Engines (Standard / Turbo)

The E-350 Expedition comes with the choice of a standard or turbo engine. Whilst both options provide exceptional power and performance for an aircraft in this class, the E-350 Turbo gives the pilot an even superior performance when requiring high altitude, hot and high operations, high-cruise speed, and maximum range.

