



CENTURION
AIRCRAFT ENGINES

FEATURED ENGINE - CENTURION 2.0S

Economical Power Pack - Centurion 2.0S

The pronounced development efforts at CENTURION bear greater fruit: The CENTURION 2.0 S will be launched at the start of 2010. With 155 HP the further developed engine will offer significantly enhanced performance. CENTURION has been moving forward and during this year production at CENTURION has been underway without interruption.

In addition, CENTURION has substantially increased its development activities while concentrating on the CENTURION 2.0, extending the operation of important components and on the CENTURION 2.0 S. And, all 250 staff are still employed – despite insolvency proceedings and the economic crisis.

“Sales of our engines are satisfyingly high because we have a very broad basis as far as customers and the possible applications for our engines are concerned,” commented CENTURION chairman of the board Jasper M. Wolffson. CENTURION supplies OEMs, offers engines for the Cessna 172, Piper PA 28, Robin DR 400, Diamond DA 40 and DA 42 and, with its customers in the military sphere, the company operates in a further important field of business. “We are thus able to generate the financial resources required for constant further development of the engines based on our own strength.”

CENTURION 2.0 S – Economy and Strength

One of these improvements will soon be on the market. From 2010 the new CENTURION 2.0 S will be available as a retrofit kit for the Cessna 172 Skyhawk. The 4-cylinder turbo-diesel with common rail direct injection and redundant FADEC control offers 155 HP, thus providing a clearly perceptible increase in performance compared with the CENTURION 2.0 (135 HP).

However, the CENTURION 2.0 S tips the scales only in terms of performance; its dimensions are identical to the 135-PS model. “One of the unique selling points of our engines is the fact that they can be directly built into all types of aircraft for which they have been approved,” explained Wolffson. “With our engines no modification of the cowling is required as, for instance, in the case of the AE300 from Austro Engine. The same is also true for the CENTURION 2.0 S.”

And the weight also remained the same. The CENTURION 2.0 S weighs the same as the CENTURION 2.0. “That is approximately 50 kg less than the equally strong AE300 in continuous operation from Austro Engine,” says Wolffson. “This translates into both greater power reserves and larger loads.” Step by step the CENTURION 2.0 S is also to be made available for the other airplanes in which the CENTURION 2.0 is already in use. The Piper PA-28 is the next intended model, followed by the Robin DR 400 and the Diamond DA 40 TDI.

Shorter Take-off Runways, Improved Climb Performance

In the Cessna 172 this enhanced performance is particularly apparent when it comes to the start and climb. “With the CENTURION 2.0 the airplane can be lifted into the air even from shorter grass runways,”



CENTURION 2.0 S Retrofit-Kit Cessna 172

indicated Wolffson. The machine takes off the ground after approximately 300 meters, and after 500 meters the 50-foot obstacle is overflown. Thus the values match the standard model in the Cessna 172 series, which is propelled with the 180 HP Avgas engine from Lycoming.

The CENTURION 2.0 S is clearly out in front when it comes to cruising speed and consumption – at 100% performance the Cessna 172 flies at a speed of up to 136 KTAS – all of 12 KTAS faster than the 180 HP Lycoming version. At 70% engine performance the CENTURION 2.0 S uses approximately 24 liters of Jet A fuel per hour, while the Lycoming 180 HP engine requires 36 liters of more expensive Avgas. A difference of 12 liters – and at the same time the Lycoming Cessna is also slightly slower.

Operating with Jet A fuel CENTURION engines also offer the freedom of unlimited flight regardless of the availability of Avgas.

As in the case of every new CENTURION engine, there is also a two-year warranty for the CENTURION 2.0 S. Furthermore, upon purchase customers receive a coupon for free replacement of the transmission and clutch after the first 300 hours of operation. Thus these wearing parts operate for up to 600 hours at least in “financial” terms. If after 600 flying hours the second replacement becomes due, then the advanced clutch and the improved transmission capable of 600 hours of operation are to be installed. In Lichtenstein efforts to this end are already well underway.

Two Engine Variants – Sporty and Frugal

In future CENTURION customers will be able to choose between two engines: the particularly economical CENTURION 2.0 and the CENTURION 2.0 S, which focuses more on performance with equally moderate consumption. “If you already enjoyed the flight characteristics of the Cessna 172 with a 135 HP engine, then you’ll be outright excited about the new 155 HP engine,” assured Wolffson.

About CENTURION

CENTURION is the world’s leading brand for certified, kerosene (Jet A) piston aircraft engines for general aviation. CENTURION engines were the first in the world to be approved for kerosene piston engines.

A global network of more than 300 authorized service centers is also available to CENTURION pilots. The more than 2,600 CENTURION engines in operation have to date completed more than 1.7 million flying hours in general aviation.



CENTURION 2.0 S Assembly Line

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