

Czech variant for Oz

The SportStar is based on the very successful EuroStar and Harmony aircraft, all sharing the same airframe. In total, there are close to 400 EuroStar/SportStar/Harmony aircraft flying. All are manufactured in the same ISO 9001/JAR-21 licensed aircraft factory in the Czech Republic. The factory also makes components for Boeing and Let Aircraft.



The EuroStar was voted 'Aircraft of the Year - 2003' by readers of Flyer Magazine in the UK. It is a 450kg MTOW microlight flying throughout Europe, many with flying schools. It uses the 80hp Rotax 912 engine.

The Harmony is a JAR-VLA aircraft with a MTOW of 575kgs – using a certified 100hp Rotax 912S engine, propeller and full IFR instruments. It will be available in Australia from early 2004.

The SportStar has been developed for the US Light Sport Aircraft regulations (coming soon to Australia) and uses a standard 100hp Rotax 912ULS engine and instruments. It is already certified at 575kgs MTOW in Canada and the Czech Republic. The SportStar will initially be Type Accepted as a 544kgs ready-to-fly ultralight in Australia. The first Australian SportStar (the demonstrator) arrives in November, with the first customer aircraft arriving soon after. Further deliveries are scheduled for early 2004. Basic data for the SportStar:

- Ready to fly, all metal (including control surfaces), tricycle, 2-seat side-by-side, full dual controls;
- Rotax 912ULS 100hp;
- 3-blade ground adjustable composite prop;
- Length: 6.08m, Span: 8.23m, Height: 2.37m, Cabin width: 1.20m;
- Empty weight: 305kg, MTOW: 544kg, Usable: 239kg;
- Operational limits: +6 -3 gs;
- Never exceed speed: 146kt, Normal cruise: 110kt, Stall with flap: 37kt;
- Climb rate at MTOW: 1,200fpm;
- Still air range: 500nm (plus 30 minutes reserve).

SilverWing Aviation <www.silverwing.com.au> is the Australian agent.