

# Evektor newsletter

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## Evektor announces new aircraft



Evektor has just announced three new aircraft - the **Harmony LSA**, the **Eurostar Harmony** and the **SportStar RTC**.

Most interesting of these for Australian customers is the Harmony LSA, which is developed from the current SportStar MAX LSA aircraft. The name 'Harmony' is a tribute to the original Harmony VLA which was the design and certification test bed for the first SportStar. The Harmony LSA differs from the SportStar in a number of important ways - chief among these is a major redesign of the airframe to improve cruise

speeds and handling. The wing shape is different, as is the tail plane. The spats are more streamlined and attention has been paid to all aspects of the aerodynamics to make this a faster aircraft.

There is also a host of other engineering changes to make the aircraft even more user friendly - bigger ailerons, aerodynamically optimised fairings, bigger rudder, rear entry step, electrically boosted ventilation, adjustable nosewheel steering sensitivity, to name but some.

The Harmony LSA will be available to order immediately - prices have not yet been released but will be higher than for the popular SportStar MAX, which will continue in production for the foreseeable future.

The Eurostar Harmony is the European certified (not LSA) version of the aircraft, available only in countries which do not accept the LSA certification standard.

The SportStar RTC is a fully EASA Part 21 GA certified aircraft - also primarily intended for markets where the LSA certification is not recognised for PPL training. We are lucky in Australia in that LSA planes can be registered either with RA-Aus or with CASA as VH-. This means we do not have to go to the expense of a fully certified aircraft for PPL training, where an LSA aircraft can do the job.

## More SportStar deliveries

### VH-JTH goes to Mackay



Customer Geoff Hunt collected his SportStar MAX from Redcliffe Aerodrome late last year and flew it back home to Mackay.

Geoff's SportStar is an extremely well equipped aircraft - constant speed propeller, ballistic rescue system, Garmin Aera 500 GPS, and Trutrak 2-axis Digiflite autopilot, connected through the Aera, to name a few options.

The morning at Redcliffe dawned less than clear, with the remains of a heavy rain band slowly moving off the coast (much the same as it's been all summer). As you can see from the photo, with big puddles on the apron, the prospects didn't look too good.

But the rain cleared and Geoff and his companion departed before lunch, arriving well before evening and avoiding all the rain on the coast between Hervey Bay and Mackay.

Congratulations Geoff and enjoy your flying!

## VH-UOH goes to Warrnambool



Customer Mark Gubbins recently took delivery of the first Rotax 914UL turbo powered SportStar MAX in Australia. Resplendent in its white and orange livery (photo shows pre-delivery preparation), I flew the aircraft from Moorabbin Airport near Melbourne to Warrnambool Aerodrome on the south coast of Victoria.

The turbo certainly gives this aircraft a lot of 'get up and go' - in fact you get sea-level performance all the way up to 16,500 feet and still plenty of go even above that - the service ceiling with the 914 turbo is almost 27,000 feet!!

On the delivery flight, I only managed 5,000 feet due to cloud but it was immediately clear that this engine moves the aircraft into another league.

On a relevant note - Warrnambool is fast becoming the SportStar capital of Australia, with 5 at the last count - second only to Aldinga Airfield which has 6. Congratulations to the people around Warrnambool for having such discerning aircraft buyers!

Currently there are five more SportStars on order, including two fitted with the Rotax 914 turbo engine - see below for more details on this powerplant.

## New optional 'comfort' cabin for the SportStar



New optional cabin and high-backed seats

Just before OshKosh last year, Evezor announced a new optional cabin fit for the SportStar, incorporating numerous changes.

The most obvious of these is a pair of new high-back seats, also available as an option without the rest of the cabin changes. The seats tilt forward to allow easy access to the luggage area. They also incorporate a folding centre arm-rest which doubles as a bottle-holder when not folded down - neat! A further luxury option is leather covering for the seats, with special breathable/perforated leather. Very nice in light grey!

There is a new centre console between the pilot and co-pilot's legs which can be used for additional instruments (such as the control for an in-flight adjustable prop) as well as incorporating the fuel selector handle. The centre console sweeps up either side to form a new moulding for the base of the instrument panel, including all the switch gear and major engine controls.

Less obvious are the new ergonomic re-moulded control stick grips and flap lever handle, designed to make them more user friendly in warmer conditions. To round it all off, there are new side panels with map pockets and re-shaped floor mats to further enhance the durability of the base floor covering.

We now have a couple of SportStars here in Australia fitted with the new cabin - and they look and feel really good in the flesh!



"Evektor SportStar MAX: An LSA for All Seasons. Mature, stable, fun, comfortable: Evektor's superb SportStar MAX offers the whole package." - so writes James Lawrence in his flight review of the SportStar, published in November Plane & Pilot Magazine.

James recently flew a SportStar MAX across the USA and this is his report.

Talking with potential customers at one of the re-fuelling stops, he asks what one of them looking for: "I don't want an 'ultralight' type, I want something like this," he says, sweeping his hand toward the MAX, "that looks like a real airplane." I nod my head and ask about his profession. "I'm an engineer." I nod again. Having just shared nine straight hours in this beautiful, solid, refined MAX with another lifelong engineer, Evektor's northeast regional "partner" Art Tarola, I understand his attraction: The Max is an airplane any engineer would love.

High praise indeed. Click or copy and paste the link below to read the full article:

<http://www.planeandpilotmag.com/aircraft/pilot-reports/evektor/evektor-sportstar-max-an-lsa-for-all-seasons.html>