



The Evezktor Sportstar.

fuselage certainly turns heads and up-turned wingtips add to both performance and mystique. In addition to their seductive look, Sportstars boast a degree of toughness and practicality that has seen them selected for service with 13 flying schools around Australia, both GA and RAAus.

One reason for this might also be the

expansive 1.18-metre-wide cabin that can handle a couple of 90kg heavyweights without too much elbow-clashing. The forward-hinged canopy is also tinted to save your face from UV rays and there is also an optional sliding sunscreen. Obviously the Czech designers wanted you to fly in comfort.

The Sportstar is powered by the Rotax 912ULS engine, giving 100 KTAS at 75 per cent power, ramping up to 115 KTAS if fuel consumption is not a problem. With 120 litres in the tanks, you'll cover roughly 700nm at cruise power. Take-off is estimated at less than 150 metres, and landing at less than 135 metres.

Construction is all metal with joints riveted, bonded and glued, and the tricycle undercart has been designed with mis-treatment in mind. The wheels and tyres are the wide-tread type and therefore compatible with rough strips and the mains are suspended by fibre-glass legs. The nose wheel is steerable and is damped by a rubber-suspended steel leg.

Uncommonly, the Sportstar boasts split flaps that extend downward from under the wing, leaving the upper surface with its original camber. This means steeper approaches with increased visibility over the nose.

The instrument panel can be adorned with the standard clocks, or EFIS systems like the Dynon D100 and D180 can be optioned. A Garmin 296 is fitted as standard.

Distributor: Evezktor Australia, www.evezktor.com.au.

Evezktor Sportstar

Evezktor's sexy Sportstar was one of the first two LSA aircraft to be registered in Australia. A low-wing all-metal aircraft, the contoured