



Popular SportStar undergoing Club trials

KiwiFlyer correspondent Penny Belworthy recently met with the Evektor SportStar New Zealand distributor, Colin Marshall. Penny was very impressed with her first sight of Colin's demonstrator aircraft which is currently on line with Canterbury Aero Club.

COMMON THEMES around aero clubs are the need to keep flying affordable for members and to attract new recreational pilots. These needs are increasingly being met by placing sport aircraft on line, an option which in many cases is also very suited to those pilots who are finding GA medical requirements a little more difficult to meet than they might otherwise like.

Canterbury Aero Club has followed the lead of many similar organisations, including 25 flight training schools in Australia and has recently placed an Evektor SportStar on line. This aircraft has been leased from the New Zealand SportStar distributor Aeroflight

Aviation Limited for a trial period of six months to meet the needs of club members and to see how the SportStar stands up to the demands of club flying. The aircraft's arrival at the club is too recent for solid opinions to have been formed however Aeroflight Aviation's Manager, Colin Marshall is confident the club will be pleased with the aircraft as it is very well proven in a variety of recreational and flight training roles. The club's Chief Flying Instructor, Jay Peters, commented that he found the aircraft was easy to fly with no vices, had great visibility and was cheap to run. The instrument panel was easy to see and follow for both instructor and trainee pilot and would make a good club aircraft. So far just one other instructor is rated to fly this aircraft but it is expected that more will follow.

Flight school proven

The SportStar is the LSA version of the Evektor EuroStar produced by Evektor Aerotechnik Inc, a Civil Aviation Authority certified aircraft manufacturer from the Czech Republic that has more than 35

years experience in aircraft manufacturing. There are now over 650 of these combined models flying in 42 countries. A good number are domiciled in Australia where over 50 have been purchased in the last three years. One flying school has three on line that have recorded more than 7500 hours and 20000 landings with the only significant wear requirement being maintenance on the Rotax 912ULS engines. This flying school is currently awaiting the delivery of three new SportStars.

of composite materials and an all metal airframe structure which is riveted and bonded for improved fatigue characteristics and prolonged service life. According to Evektor-Aerotechnik this provides better crash characteristics with elimination of dangerous unzipping in accidents and also smoother and quieter flight because drumming and flexing are absent.

ZK-MAC is powered by a Rotax 912ULS engine, with a 'Klassic', composite, ground adjustable propeller and uses

only 15 litres per hour making it a very affordable aircraft to fly. Ground handling is made easy by the tricycle undercarriage and the large tilt-forward bubble canopy has shoulder width 118 cm, providing comfort and excellent all round vision for the pilot. The roomy cockpit is fitted with dual controls, very comfortable leather upholstery and has a good selection of instruments with the additional option of having a glass cockpit



Jay Peters, Canterbury Aero Club CFI standing in front of the Evektor SportStar with Colin Marshall, the New Zealand distributor for the aircraft. The SportStar is currently on line with Canterbury Aero Club who are sampling its suitability for training.

SportStar First Impressions

Following our introduction to the sleek 2 seat SportStar, Evan Belworthy was able to sample a short flight from Rangiora airfield. His first impressions were of a smart and well presented aircraft, that was also very comfortable. He found everything where it should be, with a very conventional feel and little effort required to do everything one would expect. Evan thought it would make a great trainer due to exceptional visibility and cockpit layout as well as the way the aircraft handled in the air and on the ground. Even though this was his first flight in the aircraft Evan had no trouble lining up on his home strip and completing a smooth landing. He disembarked keen to fly it again.

The aircraft with its elegant contours is very well constructed with a combination

fitted if the purchaser requires.

In summary a very well presented aircraft that would suit any pilot looking for affordable and reliable flying. With great cockpit layout and visibility and conventional flying characteristics this aircraft makes an ideal trainer.



The SportStar SL offers docile handling for the training market and well appointed comfort and economy for commuting.

For more information on the Evektor SportStar or to arrange a test flight, contact New Zealand distributor Colin Marshall on (03) 312 5402. Email: colin-m@xtra.co.nz. Web: www.evektor.com